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File 611.001

November 22, 2017

11-27-17P03:13 RCVD

URGENT BID PROTEST

VIA U.S. AND ELECTRONIC MAIL

Ms. Jill Y. Sewell
Office Chief
State of California, Department of Transportation
Office of the Engineer
1727 30th Street, MSC 43
Sacramento, California 95816
jill.sewell@dot.ca.gov

Re: *Urgent Bid Protest, Caltrans Contract No. 11-415304*
Lowest Responsive Bidder: Western Rim Constructors, Inc.

Dear Ms. Sewell:

1. Introduction

We represent Western Rim Constructors, Inc. ("Western Rim"), the lowest responsive and responsible bidder for the above referenced project. This is Western Rim's protest of award of the project to Future DB International, Inc. ("DB"), for the reasons set for below. California law and the State of California, Department of Transportation's ("Caltrans"), bid documents require rejection of DB's bid for several reasons, including: (1) DB's bid is materially unbalanced; (2) DB's bid contains subcontractor listing and mathematical errors, rendering it unacceptable under California law; (3) DB failed to make the required good faith effort to reach out to disadvantaged business enterprises ("DBE"); and (4) DB falls short of the bidder responsibility threshold required for this project. Western Rim respectfully requests that it be awarded the project as the lowest responsive, responsible bidder.

2. The Project And Bids Received

A. Project Scope And High Friction Surface Treatment Specifications

On September 18, 2017, Caltrans published its notice to bidders and special provisions for the public works project commonly known as, "Construction on state highway in San Diego County in San Diego from Robinson Avenue Overcrossing to San Diego River Bridge," identified by Caltrans contract number 11-415304 (the "Project"). The Project is funded in part with federal funds, identified by Federal-aid number ACSTG-P163(030)E. The Project scope includes high friction surface treatment ("HFST"), enhanced striping and lighting, and concrete barrier installation on the San Diego 163 freeway.

Bid Item 61 covered the HFST work and called for bidders to supply a unit price per square yard, for an estimated quantity of 154,000.00 square yards. According to Caltrans' Statewide Local Safety Training Webinar regarding HFST application, enclosed at Tab 1, HFST costs are, "typically in the $20 - $40 per sq. yd. range." (Only relevant portions at Tab 1, cost is last page of the enclosure.) As detailed below, DB bid a unit price of $5.28 per square yard for HFST work under Bid Item 61, roughly $15.00 below Caltrans' calculated minimum for such work, and materially unbalanced other bid items to account for this shortfall in violation of California and Federal law.

B. Disadvantaged Business Enterprise Goal

Caltrans established a DBE goal of 11 percent. Responsive bidders could satisfy this requirement by: (1) meeting the 11 percent goal; or (2) demonstrating adequate good faith efforts to meet the goal. As detailed below, DB did not achieve the Project's 11 percent goal or submit adequate good faith effort documentation.

C. Bids

Caltrans received six bids for the Project; with DB and Western Rim both coming in under $7 million. Western Rim exceeded the DBE goal. DB did not. DB therefore attempted to show it made a good faith effort.

3. DB's Bid Is Mathematically And Materially Unbalanced And May Not Be Accepted

A. Mathematically And Materially Unbalanced Bids: The Standard

The DOT Federal Highway Administration's Bid Analysis and Unbalanced Bids policy enclosed at Tab 2 (the "Policy") is applicable to this Project pursuant to the DOT assistance. The Policy recognizes two groups of nonresponsive unbalanced bids: (1) mathematically unbalanced; and (2) materially unbalanced. The Policy goes on to define a mathematically unbalanced bid as one containing lump sum or unit bid items which do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs, and other indirect costs which the bidder anticipates for the performance of the items in question. Such bids are typically structured on the basis of nominal prices for some work items and inflated prices for other work items so as to get more money at the beginning of a project or paid more for work which will definitely be performed, as opposed to an alternate. A mathematically unbalanced bid is materially unbalanced when there is a reasonable doubt that the award to the bidder submitting the mathematically unbalanced bid will result in the lowest ultimate cost to the Government. (*Matter of Crown Laundry and Dry Cleaners* (1983) Gen. B-208795.2; copy at Tab 3.) "A materially unbalanced bid may not be accepted." (*Ibid.*)

"The Government may reject a bid as non-responsive if the prices are materially unbalanced between line items or subline items. A bid is materially unbalanced when it is based on prices significantly less than the cost of some work and prices which are significantly overstated in relation to the cost of other work, and if there is a reasonable doubt that the bid will result in the lowest overall cost to the Government even though it may be the low evaluated bid, or if it is so imbalanced as to be tantamount to allowing an advanced payment." (FAR 52.214-10(e), underline added, copy at Tab 4.)

B. Bid Item 61: DB Grossly Unbalanced Its Bid

Bid Item 61 sought unit priced bids for all costs of HFST work on the Project. As detailed above and enclosed at Tab 1, Caltrans gauges HFST unit costs at, "typically in the $20 - $40 per sq. yd. range." (Tab 1.) Caltrans' HFST cost range is reflected in past bids for Caltrans HFST projects in District 11. On Caltrans contract number 11-295204, bidders bid a unit cost of $24.00, $30.75, and $35.00 per square yard for HFST. Additionally, on Caltrans contract number 11-41470, bidders bid a unit price of $20.00, $26.00, and $19.70 per square yard for HFST. (This data is objectively verifiable from the Caltrans post bid files online archive.) Additionally, enclosed at Tab 5 is Caltrans' internal bid matrix for unit priced data per square yard for HFST work that bidders bid for Caltrans projects for the past 8 years. Caltrans' internal data establishes an average unit price bid of $38.48 per square yard for HFST work, with a minimum of $10.50 and a maximum of $207.00. That average is adjusted to $48.10 based on the Caltrans Construction Cost Index. (Tab 5, p. 7.) Accordingly, on this Project, Western Rim bid a unit price of $20.22 for Bid Item 61 for a total value of $3,113,880.00, conforming to Caltrans calculations and industry standard. (See Western Rim's bid book at Tab 6.)

Conversely, DB bid a unit price of just $5.28 for Bid Item 61; a price 50 percent below the lowest unit price Caltrans ever received from a bidder for HFST work in the past 8 years, constituting a gross undervalue and underestimation of the actual costs necessary to complete the Project's HFST work. (See DB's bid book at Tab 7.) Thus, DB contends it can perform 154,000 square yards of HFST work for a total price of just $813,120.00. Without question, DB's "nominal" unit price does, "not reflect reasonable actual costs," of HFST work established by Caltrans and industry practice, rendering its bid mathematically unbalanced. Further, DB's bid is also materially unbalanced, as its unit price of $5.28 will undoubtedly result in the highest cost to Caltrans. By its underestimation, DB will inevitably incur cost overruns on Bid Item 61 to finish HFST work. This will have a two pronged-effect: (1) force DB to seek more money from Caltrans to complete this scope of work, rendering is overall cost to build the project significantly higher than its bid; and (2) force DB's surety to step in and complete that scope if DB is unable to finish its work. In either situation, costs to Caltrans will increase and, coupled with delay related damages, will result in a higher cost to Caltrans. Therefore, Caltrans must reject DB's mathematically and materially unbalanced bid and award the Project to Western Rim.

C. Bid Items 116, 117, 118, 119, 122, 124: DB Grossly Unbalanced Its Bid

DB exploits its bid form to account for its unbalanced Bid Item 61 by overinflating its bid for bid item work that "will definitely be performed." Specifically, DB unallowably unbalances its bids for concrete barrier work under Bid Items 116, 117, 118, 119, 122, and 124. DB provided the following unit and total prices for this work:

	033876 CONCRETE BARRIER				
116	(TYPE 60 MOD 2)		5.0	11,885.59	59,427.95
		LF			

117	033877 CONCRETE BARRIER (TYPE 60D MOD 1)	LF	140.0	799.79	111,970.60
118	033878 CONCRETE BARRIER (TYPE 60D MOD 2)	LF	130.0	1,019.78	132,571.40
119	033879 CONCRETE BARRIER (TYPE 60R)	LF	500.0	903.87	451,935.00
122(F)	033880 CONCRETE BARRIER (TYPE 736SV MOD)	LF	80.0	7,807.40	624,592.00
124	839774 REMOVE CONCRETE BARRIER	LF	680.0	154.50	105,060.00

(Tab 7.)

Conversely, Western Rim provided the following prices for these bid items:

116	033876 CONCRETE BARRIER (TYPE 60 MOD 2)	LF	5.0	381.40	1,907.00
117	033877 CONCRETE BARRIER (TYPE 60D MOD 1)	LF	140.0	212.01	29,681.40
118	033878 CONCRETE BARRIER (TYPE 60D MOD 2)	LF	130.0	218.13	28,356.90
119	033879 CONCRETE BARRIER (TYPE 60R)	LF	500.0	364.65	182,325.00
122(F)	033880 CONCRETE BARRIER (TYPE 736SV MOD)	LF	80.0	491.08	39,286.40

	839774 REMOVE CONCRETE				
124	BARRIER		680.0	35.33	24,024.40
		LF			

(Tab 6.)

DB's price for this work is $1,179,975.25 higher than Western Rim's price. DB's total price for this work amounts to 23 percent of its overall bid. DB's bid for these items is unquestionably inflated. Most egregious is DB's bid for Bid Item 122, in which it seeks $624,592.00 for just 80 linear feet of concrete barrier! Notably, DB's listed subcontractors submitted unit price quotes for Bid Item 122 at 257.07 and 71.77 per linear foot (which listing is itself a nonwaivable defect as described below). However, DB lists a unit price of $7,807.40 per linear foot for Bid Item 122! This exaggerated bid price has only one logical explanation: Bid Item 122 is a final pay item that under the contract must be paid, "regardless of the actual quantity used...." (Tab 8, underline added.) Thus, DB is guaranteed payment of $624,592.00 for Bid Item 122 regardless of the quantities actually used on the Project. DB's bid inherently contains the same "inflated" evils directly addressed and rejected by the Policy at Tab 2 and California and Federal law, because it contains grossly exaggerated prices for work that "definitely will be performed" and paid by Caltrans, rendering DB's bid impermissibly and materially unbalanced. "A materially unbalanced bid may not be accepted." *Matter of Crown Laundry and Dry Cleaners* (1983) Gen. B-208795.2; copy at Tab 3.) Caltrans should therefore reject DB's materially unbalanced bid and award the Project to Western Rim.

D. Caltrans Routinely Rejects Unbalanced Bids

Enclosed at Tabs 9, 10, 11, 12, 13, 14, 15, and 16 are examples of Caltrans routinely rejecting both mathematically and materially unbalanced bids. "A materially unbalanced bid may not be accepted." *Matter of Crown Laundry and Dry Cleaners* (1983) Gen. B-208795.2; copy at Tab 3.) Caltrans should follow its internal regulations and reject DB's bid because it is both mathematically and materially unbalanced in violation of California and Federal law, Caltrans policy, and the bid documents. Caltrans should award the Project to Western Rim.

4. DB's Bid Is Not Responsive And May Not Be Accepted Due To Subcontractor Listing And Material Mathematical Errors

A. Legal Framework

A bid is responsive if it promises to do what the bidding instructions require. (*Taylor Bus Service, Inc. v. San Diego Bd. of Education* (1987) 195 Cal.App.3d 1331, 1341.) Deviations from bidding instructions will render a bid nonresponsive. (*Bay Cities Paving & Grading, Inc. v. City of Leandro* (2014) 223 Cal.App.4th 1181, 1188.) Bidder deviations from California public bidding statutes may not be waived. (*Miller v. McKinnon* (1942) 20 Cal.2d 83, 87-88 [public contracts made without compliance with competitive bidding statutes are void and unenforceable as being in excess of the agency's power].) Bidder deviations from bidding instructions—as opposed to bidding statutes—may be waived only if they both: (1) could not have affected price; and (2) could not have resulted in an advantage or benefit not allowed other bidders. (*Valley Crest Landscape, Inc. v. City Council* (1996) 41 Cal.App.4th 1432, 1440-1441 ["*Valley Crest*"].) As detailed below, subcontract percentage listings in DB's bid render it nonresponsive, and the nature of the defects in DB's bid precludes them from being waived.

B. DB Listed Inconsistent Subcontractor Scopes

DB listed ACL Construction Company, Inc. ("ACL"), as a concrete barrier subcontractor performing 92 percent of Bid Item 115, 97 percent of Bid Items 116-118, 98 percent of Bid Item 119, 95 percent of Bid Item 120-121, and 99 percent of Bid Item 122. However, ACL's actual subcontract quote to DB contradicts this listing as its quoted prices are drastically lower than what DB listed in its bid to Caltrans. The below table helps illustrate DB's subcontract listing defects:

Bid Item	ACL's Listed % In DB's Bid	Anticipated ACL Price Based On Listed Percentage	ACL's Actual Price	Difference In DB's Listing
115	92%	$57,330.90	$14,700.30	**$42,630.60**
116	97%	$57,645.11	$785.35	**$56,859.76**
117	97%	$108,611.48	$14,709.80	**$93,901.68**
118	97%	$128,594.26	$14,699.10	**$113,895.16**
119	98%	$442,913.94	$103,735.00	**$339,178.94**
120	95%	$204,615.18	$47,807.70	**$156,807.48**
121	95%	$29,671.26	$7,582.71	**$22,088.55**
122	99%	$618,346.08	$20,565.60	**$597,780.48**
Total Discrepancy				**$1,423,142,65**

(See DB's Subcontractor listing and ACL's quote to DB at Tabs 17 and 18 respectively.)

Incredibly, DB erroneously attributed over $1.4 million to ACL, whose entire quote to DB only totaled $224,585.56. Notably, these are the same inflated and materially unbalanced bid items referenced above, that result in unallowable advanced and overstated payment to DB of public funds. DB's massive subcontractor listing discrepancy constitutes a nonwaivable defect under California law and renders its bid nonresponsive.

In this context—subcontractor percentage calculation errors like those DB listed—California law requires bid rejection and precludes waiver of such errors. First, the errors obviously could have affected DB's bid price. On that basis, alone, the errors may not be waived. Second, DB enjoyed a competitive advantage resulting from the errors in that DB could have pulled its bid, post-bid, without forfeiting its bid security, as detailed below.

The Court of Appeal addressed a nearly identical error in *Valley Crest*, *supra*, 41 Cal.App.4th 1432. There, the bidder miscalculated subcontractor percentages, but the owner nonetheless sought to waive the miscalculation and award to the bidder. The Court of Appeal overturned the award, holding that miscalculated subcontractor percentages are non-waivable irregularities.

The Court's holding is based on Public Contract Code section 5103 (copy at Tab 19), which allows bidders to pull their bids—without forfeiting their bid security required by Public Contract Code section 10167—in the event the bid contains a mathematical or clerical error (as opposed to an error in judgment). When such an error exists, the bidder may decide whether to honor its bid after seeing the price of its competitors. This "second look," the Court concluded, was an advantage/benefit not allowed other bidders. As such, the defect may not be waived. The Court stated:

> [W]e conclude [the erroneous bidder] had an unfair advantage because it could have withdrawn its bid. Misstating the correct percentage of work to be done by a subcontractor is in the nature of a typographical or arithmetical error. It makes the bid materially different and is a mistake in filling out the bid. As such, under Public Contract Code section 5103, [the bidder] could have sought relief by giving the City notice of the mistake within five days of the opening of the bid. That [the bidder] did not seek such relief is of no moment. The key point is that such relief was available. Thus, [the bidder] had a benefit not available to the other bidders; it could have backed out. Its mistake, therefore, could not be corrected by waiving an "irregularity."

(*Valley Crest*, *supra*, 41 Cal.App.4th at p. 1442, emphasis added.)

Each of DB's math errors in its subcontractor participation calculations provided DB the opportunity to pull its bid, post-bid, without forfeiting its bid security. As a result, DB enjoyed a competitive advantage over the other bidders, such that DB's miscalculations cannot be waived. Thus, DB's bid must be rejected and Caltrans should award the Project to Western Rim. (*Id.*)

5. DB is Not Responsible And Its Bid May Not Be Accepted

A contract must be awarded to the lowest responsible bidder. (*City of Inglewood-L.A. County Civic Center Auth. v. Superior Court* (1972) 7 Cal.3d 861, 867.) "The lowest bidder is not necessarily the lowest *responsible* bidder." (*Eel River Disposal and Resource Recovery, Inc. v. Humboldt* (2013) 221 Cal.App.4th 209, 221.) California Public Contract Code section 1103 defines a responsible bidder as one, "who has demonstrated the attribute of trustworthiness, as well as quality, fitness, capacity, and experience to satisfactorily perform the public works contract." DB's bid stands in direct contradiction to Public Contract Code section 1103 and demonstrates DB is unqualified, unfit, and inexperienced to perform HFST work on the Project.

This Project calls for 154,000 square yards of HFST work, the highest quantity of such work Caltrans contracted for in the last 8 years. (Tab 5.) The awarded contractor will necessarily work under complex and interdependent HFST processes such as quality control plan submission, HFST sampling and testing, and trial HFST application. DB's $5.28 unit price for HFST work leaves no doubt that DB falls short of the responsibility standard. First, no bidder in the last 8 years has ever bid a unit price for this work lower than $10.00. DB's unit price of $5.28 is almost 50 percent lower than this bottom threshold. Second, DB does not list any qualified subcontractor with any experience as performing this work. Likewise, DB does not list any experience in self performing this scope of work on any previous job. DB's unit price fails to account for requisite testing, material acquisition, and quality control required to ensure a safe, rideable, final product.

Conversely, Western Rim is currently completing a separate Caltrans project with the same scope of HFST work, which project is located adjacently to this Project. Caltrans awarded Western Rim contract number 11-416804 on November 28, 2016. Western Rim engaged Truesdell Corporation of

California, Inc. ("Truesdell"), its HFST subcontractor on this Project, as its HFST subcontractor. Western Rim and Truesdell progressed their work competently and that project is scheduled to be completed in December 2017. Unlike DB, Western Rim and Truesdell are qualified to perform this work, evidenced by their balanced unit price bid for this Project and experience in constructing a substantially similar Caltrans project in the same geographic area as this Project. Truesdell alone has completed HFST work on at least six Caltrans projects. There is no question that the lowest responsible bidder is Western Rim.

DB is not responsible and cannot perform HFST work on this Project. Caltrans should award the Project to the contractor with a proven track record of completing similar work: Western Rim.

6. DB Failed To Make Or Demonstrate An Adequate Good Faith DBE Efforts

A. Good Faith Effort Requirements

The Project's DBE goal is 11 percent. DB only achieved 2.3 percent. (DB's DBE commitment form at Tab 20.) Accordingly, DB needed to demonstrate adequate good faith efforts to achieve the Project's 11 percent goal. The contract required Caltrans to analyze DB's efforts in accordance with 49 CFR 26, Appendix A at Tab 21. Appendix A includes an 8 pronged analysis for determining good faith efforts. Relevant here, Appendix A requires: (1) making adequate work available for DBEs to increase the likelihood the goal will be achieved; (2) soliciting DBE interest as early as possible through project advertisement; and (3) engaging in follow up efforts to ensure DBE participation. The contract required DB to submit written documentation confirming its efforts in accordance with Appendix A. However, as detailed below, DB failed to submit requisite documentation.

B. DB's Omitted Good Faith Efforts

DB's good faith effort documentation and Western Rim's analysis below are objectively verifiable from the Caltrans post-bid files website. For ease of review, only relevant portions are attached to this protest.

i. DB Did Not Make Adequate Work Available

DB only made 12.8 percent of its overall bid available for DBE participation. (See DB's good faith effort documentation total at Tab 22.) With a Project goal of 11 percent, such a minimum availability increased the chances DB would not solicit the requisite 11 percent participation. DB should have made a reasonable effort to make more work available. It did not. Therefore, DB did not make a good faith effort to meet the goal.

ii. DB's Advertisement Was Far Too Late In The Bidding Process

DB did not contact any DBE's until October 30, 2017, only 8 days before the Caltrans bid submission deadline. Such a late invitation hindered a DBE's ability to: (1) assess the plans and specifications; (2) estimate the Project; and (3) contact vendors/laborers to ensure the DBE could perform the work. Notably, DB, like all other bidders, was in possession of the Notice To Bidders for the weeks

leading up to the submission. Hazard sent its DBE solicitations as early as October 17, 2017. Had DB endeavored to reasonably solicit requisite DBE participation, it would have sent its DBE invitations weeks before October 30, 2017. It did not. Therefore, DB did not make a good faith effort.

iii. DB Did Not Do Any Follow Up With Any DBEs

There is no record of any follow up efforts DB undertook to ensure requisite DBE participation. The only records are its DBE invitations sent on October 30, 2017. There are no records establishing DB made any follow up phone calls to DBEs, sent subsequent emails or faxes, or embraced any other follow up effort to secure DBE participation. Thus, DB did not make a good faith effort to achieve requisite DBE participation.

C. Western Rim And Hazard Both Achieved 11 Percent Participation

"In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal." (Appendix A, § V, Tab 21, underline added.)

Western Rim exceeded the Project goal, securing 14.8 percent DBE participation. Likewise, Hazard secured 13.7 percent participation. DB secured only 2.3 percent participation. DB's final participation listing is the product of its inadequate efforts to reach the Project goal. Western Rim and Hazard were easily able to not only meet, but exceed Project DBE minimum participation. DB could have matched Hazard and Western Rim had it employed minimal efforts. It did not. Therefore, DB did not make a food faith effort.

Overall, DB failed to achieve the Project's 11 percent participation goal or make any good faith effort. Therefore, DB's bid is nonresponsive. Caltrans should reject DB's bid and award the Project to Western Rim.

7. Conclusion

DB's bid is mathematically and materially unbalanced such that it drastically under bid HFST integral to the Project, and constituting most of the scope, in order to inflate its bid for concrete barrier work guaranteed to be performed. In some cases, DB inflated its concrete barrier work by over $1 million to secure guaranteed payment from Caltrans. Likewise, DB's subcontractor percentage listing errors constitute an unallowable advantage that Caltrans cannot waive under California law. Finally, DB did not make the requisite good faith effort to secure DBE participation. Caltrans should accordingly reject DB's bid and award the Project to Western Rim.

We request notice of any public hearings on which these matters may be heard and copies of all correspondence submitted on these issues. Thank you for your attention to this matter. Please contact our office with any questions.

Very truly yours,

Dustin R. Jones,
Partner

Enclosures

DRJ:kam/3C65073

cc: Western Rim Constructors, Inc. (via email only)
Attn: Mr. Ray C. Samuelson, President
Mr. Ray Byrom, Project Estimator

Statewide Local Safety Training Webinar

High Friction Surface Treatment (HFST) Applications for Cycle 6 Call-for-Projects

May 23, 2013

Stephanie Holloway, Placer County

Steven Castleberry, Nevada County

Ted Davini, Caltrans Local Assistance

Ken Kochevar, FHWA Division Office

Agenda

- Introductions and Objectives
- Why this is an Area of Concern
- What is High Friction Surface Treatment
- Assistance offered (WIIFU)
- HFST applications
- Examples of HFST
- Q&A Throughout

Objectives

1) What are HFSTs
2) Where and how to use HFSTs
3) How to apply through Cycle 6
4) Overall increased comfort level with HFST

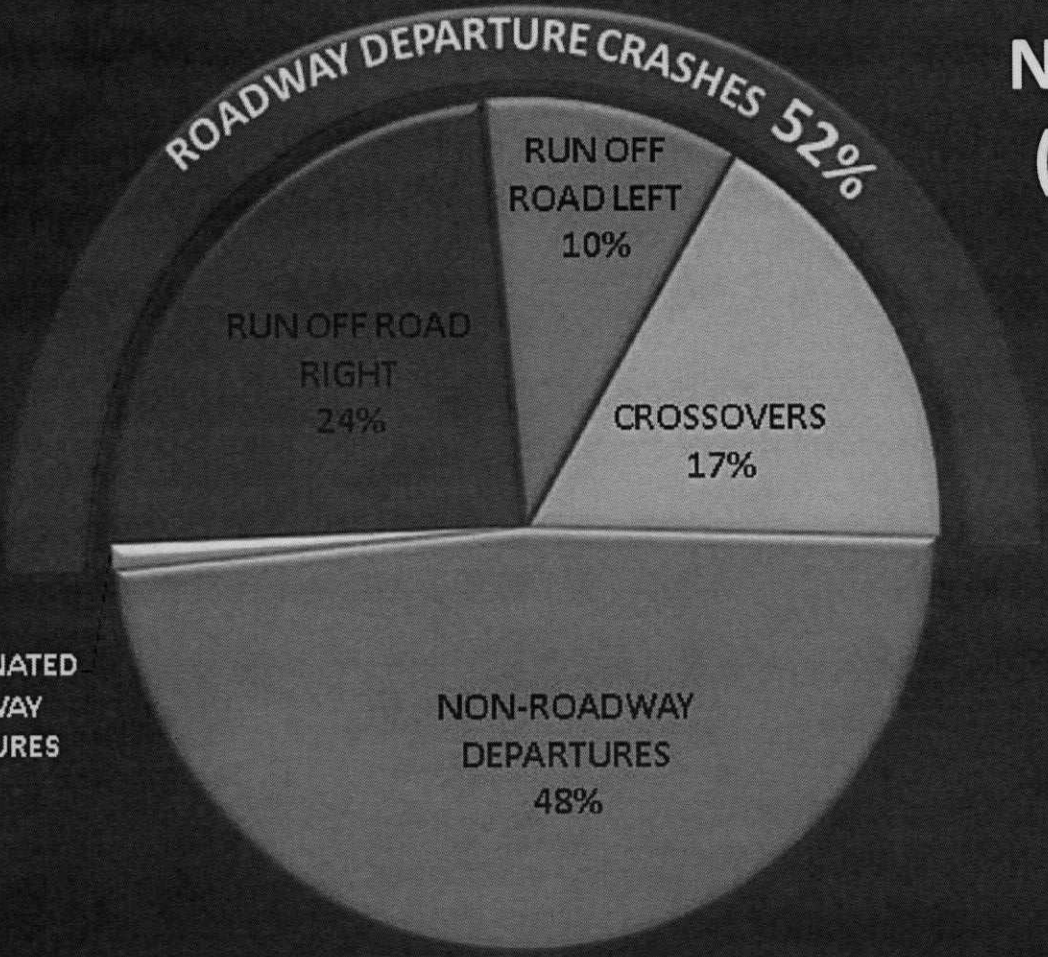
9 Proven Safety Countermeasures

Countermeasure	Description	Contact	Cost Range	Data, Benefits, and Additional Information
#1 **Enhanced Delineation and Friction for Horizontal Curves**	Installing chevron signs, curve warning signs, sequential flashing beacons, advisory speed signs or high friction surface treatments can have a positive affect on reducing vehicles that leave the roadway on horizontal curves.	Ken	**Low-cost:** Safety treatments vary by the severity of the curvature and the operating speed, but in general are low-cost.	Recent data shows that 28% of all fatal crashes occur on horizontal curves and about three times as many crashes occur on curves than in tangential sections of roadways. The listed countermeasures can reduce crashes from 13% to 43%. More information can be found at: http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_009.htm

Every Day Counts (EDC) Innovative Initiative

- Started in 2009 with EDC I (14 initiatives)
- EDC II started in 2012 (13 initiatives)
  - Shortening Project Delivery
  - Accelerating Technology
  - Innovative Deployment
- http://www.fhwa.dot.gov/everydaycounts

Roadway Departure Crashes



National Fatal Crashes (Average 2009-2011)

30,305 Fatal Crashes/Year

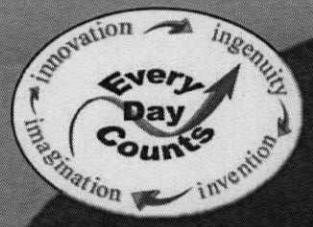
15,783 Fatal RwD Crashes/Year

Source: NHTSA FARS

Roadway Departure Crash (RwD) - A non-intersection crash in which a vehicle crosses an edge line, a centerline, or otherwise leaves the traveled way.

Understanding California's Challenges & Opportunities

- 2008 - 2010: Average Fatalities: (3,080)
- State Highway System: (42%)
- Other (Local Roads): (58%)



High Friction Surfaces Treatments (EDC II) 2013

Horizontal curves make up only 5 percent of the nation's highway miles. Yet, more than 25 percent of all fatal crashes occur on horizontal curves.

High friction surface treatments (HFST) is a technology that dramatically and immediately reduces crashes and the related injuries and fatalities.

With friction values far exceeding conventional pavement friction, high friction surface treatments are applied to existing high-crash location to help motorists maintain better control in dry and wet driving conditions.

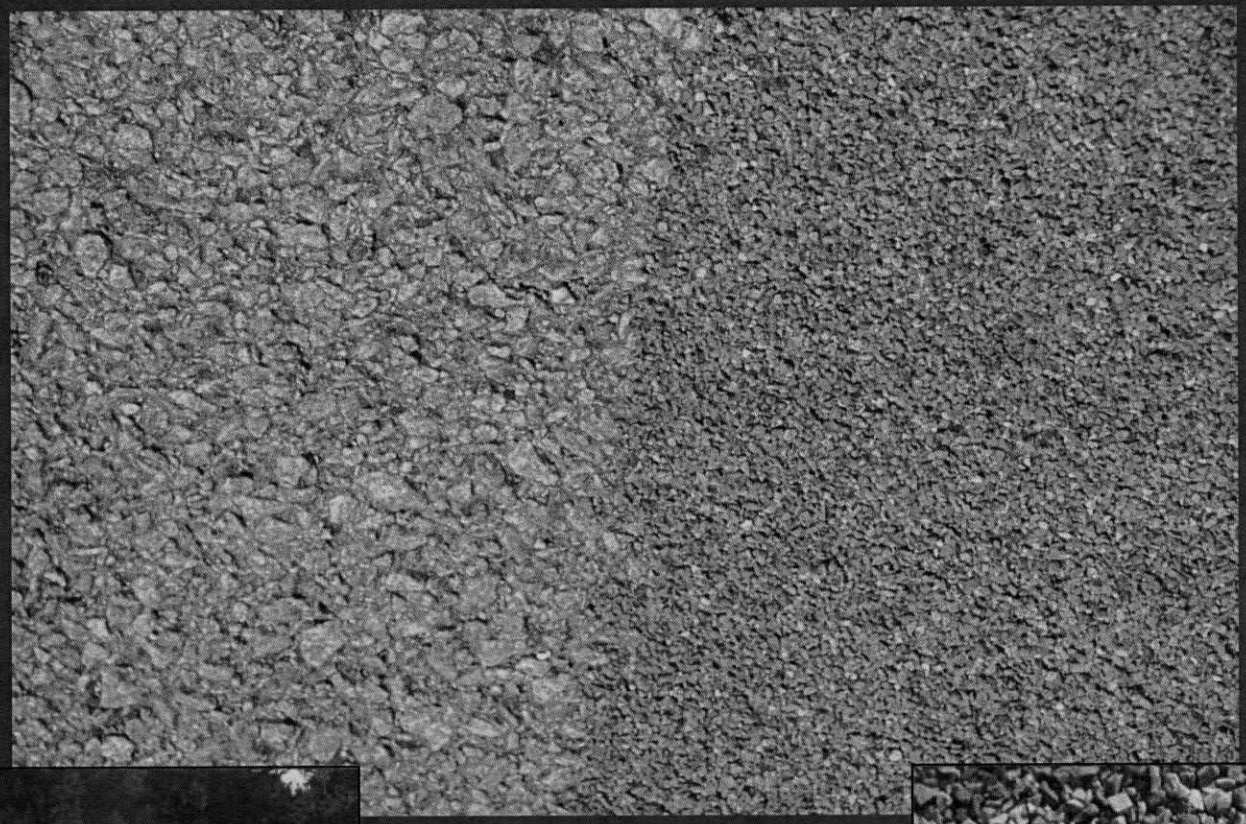
High Friction Surfacing Treatment (HFST) being tested for brakingdistances at high speed on wet and dry pavements

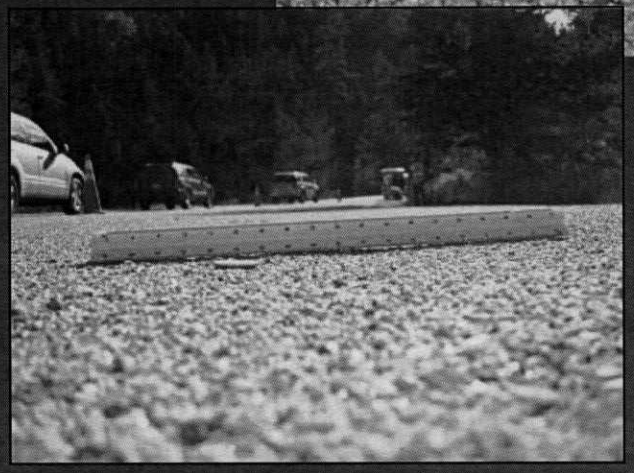
High Friction Surface Treatment

Product may be applied either manually or mechanically.

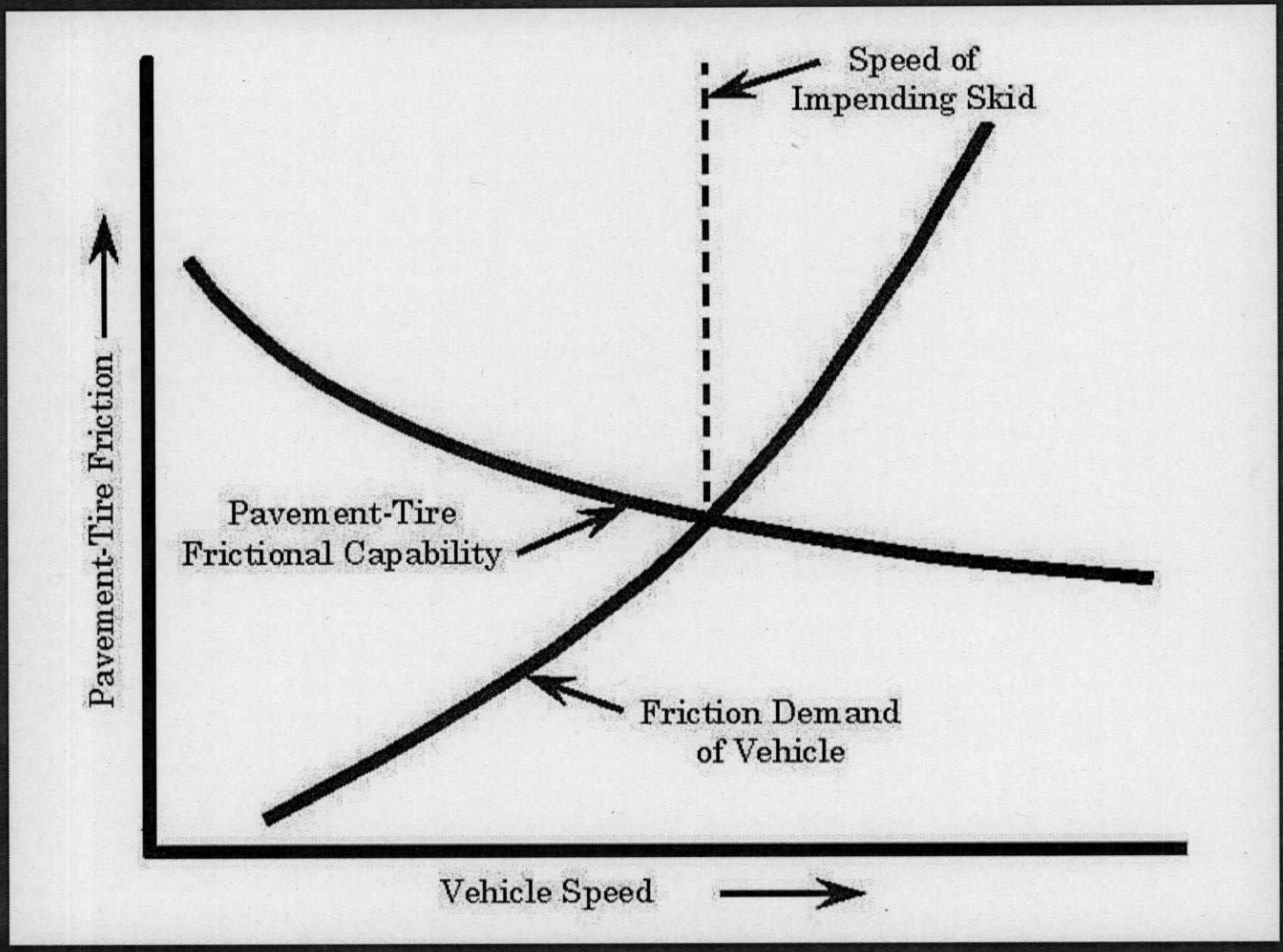
Ave Skid = High 70's - low 80's

HFST Finished Product



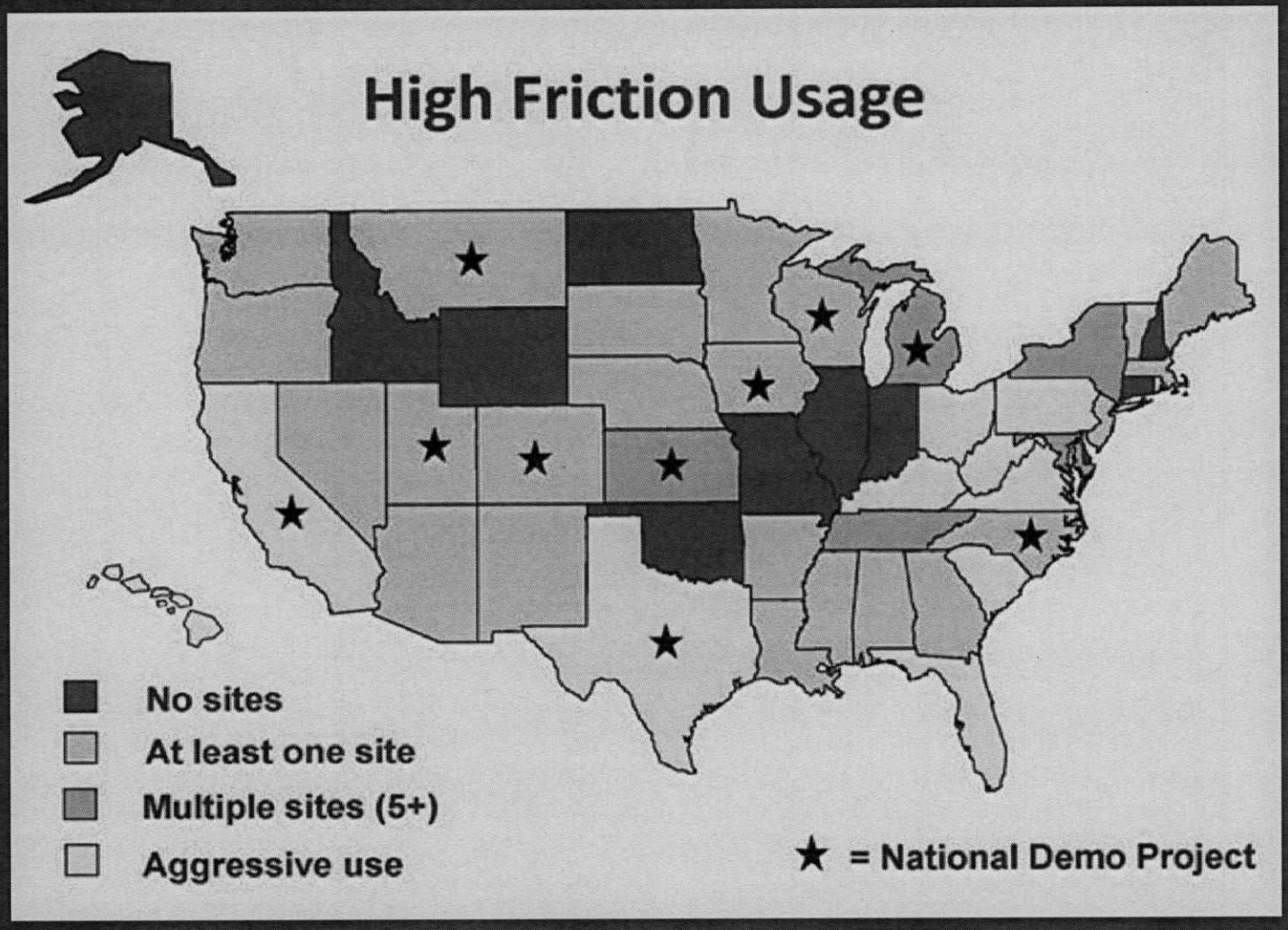


Conceptual Relationship Between Friction Demand, Speed and Friction Availability



Source NCHRP 108

HFST Deployment Map



Key Messages

- *HFSTs reduce crashes -> Reduce injuries and fatalities*
- Additional messages include:
  - the durability and longevity of the pavement surface
  - customizable to specific state and local safety needs
  - the return on investment
  - minimal impact to traffic during construction
  - negligible environmental impact

Key Messages cont.

- CRF typically in 30 – 40% range
- costs typically in the $20 - $40 per sq. yd. range
- Engineering judgment calls
  - Rt/Lf shoulders?
  - Begin/End?
  - One lane/Both lanes?
  - Will HFST help?
  - On-line tool searches! (https://s3.amazonaws.com/media.atssa.com/default-file/1480+ATSSA+High+Friction+LoRes.pdf)

U.S. Department of Transportation
Federal Highway Administration

MEMORANDUM

Subject: Bid Analysis and Unbalanced Bids
Date: May 16, 1988

From: Associate Administrator for Engineering and Program Development
Refer To: HHO-32

To: Regional Federal Highway Administrators
Direct Federal Program Administrator

As a result of a recent Office of Inspector General field audit in Region 6, we have been requested to issue additional guidance on the subject of bid analysis and unbalanced bidding. We offer the following for your information and use in administering the Federal-aid highway program.

Policy:

The FHWA policy on analysis of contract bids is found in FHPM 6-4-1-6, paragraph 11.c. It requires the evaluation of the unit bid prices for reasonable conformance with the engineer's estimate. Bids with extreme variations from the engineer's estimate, or where obvious unbalancing of unit prices has occurred, should be thoroughly evaluated by the State highway agency (SHA) and FHWA. If the award of the contract would result in an advantage to the contractor with a corresponding disadvantage to the SHA and FHWA or if the competitive bidding process is jeopardized, then appropriate steps must be taken by the SHA or Division Administrator to protect the public interest.

Accuracy of Estimated Quantities:

When items are bid unusually high or low in relationship to the engineer's estimate, the accuracy of the estimated quantities should be checked. If, after examination, the estimated quantities are determined to be a reasonably accurate representation of actual anticipated needs, then the low bid should be further evaluated for unbalancing.

On the other hand, in cases where it is concluded, after examination, that the estimated quantities are not a reasonably accurate representation of actual anticipated needs, the SHA and division office should consider rejecting all bids, correcting the quantities, and readvertising. However, an error in estimated quantities should not cause an automatic rejection of bids. Two factors need to be considered: (1) whether the public interest would be best served by making the award and (2) whether any bidder would be treated in an unfair manner if the award were made.

The bids should be rejected if: (1) the public interest would be best served in cancelling the defectively estimated proposal or (2) awarding the contract to the apparent low bidder using a corrected quantity estimate would be unfair to the other bidders who had relied on the original quantity estimate to develop their bid. (Attached is an example.)

Unbalanced Bids:

In discussing unbalanced bids, it is best to define two terms: mathematically unbalanced and materially unbalanced. An unbalanced bid may be only mathematically unbalanced or the bid may be mathematically and materially unbalanced.

A mathematically unbalanced bid is one containing lump sum or unit bid items which do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs, and other indirect costs, which he/she anticipates for the performance of the items in question.

A Comptroller General's opinion further defined a mathematically unbalanced bid as follows:

"A bid is mathematically unbalanced if the bid is structured on the basis of nominal prices for some work and inflated prices for other work; that is, each element of the bid must carry its proportionate share of the total cost of the work plus profits." Matter of: Howell Construction, Comp. Gen. B-225766 (1987)

There is no prohibition per se against a contractor submitting a mathematically unbalanced bid unless an SHA has adopted a specific contract requirement precluding such submittal.

While mathematically unbalanced bids are not prohibited per se, evidence of a mathematically unbalanced bid is the first step in proving a bid to be materially unbalanced. A materially unbalanced bid has been defined as:

"A bid is materially unbalanced if there is a reasonable doubt that award to the bidder submitting the mathematically unbalanced bid will result in the lowest ultimate cost to the Government. Consequently, a materially unbalanced bid may not be accepted." Matter of: Crown Laundry and Dry Cleaners, Comp. Gen. B-208795.2, Apri1 22, 1983.

To determine whether a bid is unbalanced, it needs to be evaluated for reasonable conformance with the engineer's estimate. There are no specific parameters, such as amount or percent of variance from the engineer's estimate, that constitute an unbalanced bid. However, any evaluation process should undertake to determine why the bid is unbalanced, what effect the unbalancing will have on the contract, and if there is an effect, will it be to the detriment of the SHA and/or FHWA. When evaluating for detrimental effects, contract administration and competitive issues should be included along with cost.

There are numerous reasons why a bidder may want to unbalance his/her bid on a contract. One reason is to get more money at the beginning of the project. The bidder does this by overpricing the work done early in the project. This is called "front loading" the contract. The leading case in the "front loading" area is Matter of: Riverport Industries, 64 Comp. Gen. 441 (1985). Here the Comptroller General held that if the bid is front loaded, regardless if it is the lowest bid, it "should be viewed as materially unbalanced since acceptance of the bid would result in the same evils as an advance payment. An advance payment is prohibited by law." The "front loading" may also be materially unbalanced due to the cost of money that must be paid out early versus over the normal construction of the project.

Another reason is to maximize profits. The bidder does this by overpricing bid items he/she believes will be used in greater quantities than estimated in the proposal and underpricing items he/she thinks will be used in significantly lesser quantities. Care should be exercised to ensure that mobilization bids do not mask unbalancing. If bidders are bidding too high on mobilization, the SHA should be encouraged to alter its specifications to reduce any accelerated payment for mobilization or to limit mobilization to a fixed percentage of the contract.

An unbalanced bid may be an attempt by the bidder to simplify the bidding. The SHA may have created bid items that lend themselves to unbalancing. As an example, a specification may call for specific items to be paid for by the hour, such as a roller for compacting embankment and water to aid compaction to be paid for by the gallon. In this case, it may be better to set up the bid item as "Embankment, Compacted," paid by the cubic yard. The roller and water usage would be necessary but incidental to the bid item. Another example which may encourage unbalancing is the establishment of bid items for equipment hours or activity hours which in all likelihood will not be needed. When unbalancing on these types of bid items occurs, agreement should be reached with the SHA to rewrite the specifications to provide bid items which will cover likely work activities. Only items for work and equipment that are expected to be used on the project should be included in the proposal.

One method which an SHA may want to consider to avoid the problems of unbalanced bids is to insert into its contract specifications a specific clause prohibiting unbalanced bidding. Bids subsequently shown to be mathematically unbalanced would be rejected as nonresponsive. It is important that such a clause contain clear and

explicit language as courts have noted that "contractors are entitled to know how their bids will be evaluated; they cannot effectively compete when the standards for judgment exist only in the contracting officer's head," North Virginia Van Company v. U.S., 3 C1. Ct. 237 (1983).

All SHA's, as a minimum, should be encouraged to adopt the AASHTO *Guide Specifications for Highway Construction* provision found in Section 102.07(e) or similar language:

"102.07 Irregular Proposals. Proposals will be considered irregular and may be rejected for any of the following reasons:...

(E) If the Department determines that any of the unit bid prices are significantly unbalanced to the potential detriment of the Department."

Use of the AASHTO Guide Specifications or similar provisions will facilitate the rejection of bids which are deemed to be materially unbalanced. States implementing unbalancing provisions should advise the bidders in the bid proposal that, when bid prices are not commensurate with the work involved, justification may be required and may involve delay in the award of the contract or possible rejection of the bid.

When a low bid contains token bid prices (i.e., penny unit bids), front loadings, or bid prices with large variations from the engineer's estimate, it should be considered a mathematically unbalanced bid and further evaluated. Engineers performing bid analysis should be aware that signs of apparent unbalancing in bidding may be an indication of more serious criminal activities such as collusion and bid rigging. Studies of collusion and bid rigging show that such activities are often accompanied by suspicious bidding patterns such as bids: "token bids," "front loading," "identical bidding," "complimentary bidding."

Bid Analysis:

An analysis of unbalanced bids may be aided by the use of one of several computer software packages now available in many SHA's such as the Bid Analysis and Management System (BAMS) or Highway Collusion Detection System (HCDS) programs. However, the final analysis should not preclude the use of engineering judgment.

In analyzing bids, the following should be considered:

1. Is the bid mathematically unbalanced? Are the unit bid prices in reasonable conformance with the engineer's estimate and other bids?
2. If awarded, what effect will unbalanced bid items have on the total contract amount?
3. If quantities are incorrect, will the contract cost be increased when the quantities are corrected?
4. On items where the quantities may vary, will the lower bidder remain as low bidder?
5. If the bid is unbalanced, will the unbalance have a potential detrimental effect upon the competitive process or cause contract administration problems after award?

Where obvious unbalanced bid items exist, the SHA's recommendation to award or reject a bid needs to be supported by written justification. The justification should include the detrimental effect or lack of detrimental effect. A bid found to be mathematically unbalanced to some degree but not found to be materially unbalanced may be awarded if the SHA's specifications permit. However, prior to concurrence in the award of any mathematically unbalanced bid which is not materially unbalanced, the Division Administrator should determine the reason for the unbalancing and, when warranted, take appropriate steps to protect the Federal interest such as conditioning Federal participation.

When a low bid is determined to be mathematically and materially unbalanced, the Division Administrator must take appropriate steps to protect the Federal interest. This action may take the form of concurrence in an SHA's decision not to award the contract to the submitter of the unbalanced low bid. If on the other hand, the SHA decides to proceed with the award and requests FHWA concurrence, the Division Administrator's action could range from nonconcurrence to concurrence with contingency conditions limiting Federal participation.

Finally, if unbalancing is found to be caused in part by questionable SHA specifications or procedures, the division office should work with the SHA to facilitate appropriate and timely revisions.

/s/ original signed by
Ronald E. Heinz

Attachment

B-208795 (Comp.Gen.), B-209311, B-208795.2, 83-1 CPD P 438, 1983 WL 26763

COMPTROLLER GENERAL

MATTER OF: Crown Laundry and Dry Cleaners, Inc.

April 22, 1983

DIGEST:

*1 The apparent low bid on a contract for a 1-year base period and 2 option years is materially unbalanced where there is reasonable doubt that acceptance of the bid—which has a substantially front-loaded base period price and does not become low until well into the last option year—will result in the lowest ultimate cost to the Government.

Crown Laundry and Dry Cleaners, Inc. protests the rejection by the Department of the Air Force of bids it submitted in response to invitations for bids Nos. F04609-82-B-0070 and F22608-82-B-0023. The invitations are for the rental and maintenance of laundry washers and dryers for a base period of 1 year and 2 option years at George Air Force Base, California and Columbus Air Force Base, Mississippi, respectively. The Air Force rejected both bids as unbalanced because Crown's base year prices far exceeded the option year prices for essentially the same services. Crown contends that the rejection was improper in that its bid prices for the base and option years, though ostensibly unbalanced, reflect its actual costs during those periods and, in any event, Crown's bids would provide the lowest cost to the Government over the entire contract period. We deny the protest.

George AFB

Solicitation No. F04609-82-B-0070 is for the rental of 71 washers and 64 dryers for dormitories at George AFB for a base year and two 1-year option periods. The solicitation specifies that award will be made to the bidder offering the lowest total price for the 3-year period and admonishes that materially unbalanced bids may be rejected as nonresponsive.

The Air Force received the following bid prices (rounded to the nearest dollar) in response to the solicitation:

	Base Year	Option Year 1	Option Year 2	Total
Tri-County Appliances	$37,666	$37,666	$37,666	$112,99
Diffco (1% discoun	42,887	32,195	32,195	107,27
Crown (20% discou	81,440	14,556	14,556	110,55

JLS Servco

(2% discoun 35,472 35,472 35,472 106,41

The application of prompt payment discounts, which under the terms of the solicitation are to be considered in evaluating bids, had the following results:

Base Option Option

Year Year 1 Year 2 Total

Tri-County

Appliances $37,666 $37,666 $37,666 $112,99

Diffco 42,458 31,873 31,873 106,20

Crown 65,152 11,645 11,645 88,44

JLS Servco 34,763 34,762 34,762 104,28

The contracting officer determined that Crown's apparently low bid was mathematically unbalanced based on the large differential between the base and option prices. The contracting officer also found the bid to be materially unbalanced, observing that Crown's price would not become low until well after the second option was exercised and that, therefore, a reasonable doubt existed that Crown's bid would ultimately be the most advantageous to the Government. On this basis, the Air Force rejected Crown's bid as nonresponsive.

Columbus AFB

*2 Solicitation No. F22608-82-B-0023 is for the rental of 58 washers and 58 dryers at Columbus AFB. This solicitation also states that bids will be evaluated on the basis of total price for the 3-year period and warns that materially unbalanced bids may be rejected as nonresponsive.

The Air Force received the following bids in response to the solicitation:

Base Option Option

Year Year 1 Year 2 Total

Ebony, Inc. $29,580 $29,580 $29,580 $88,740

Crown (20% prompt

payment discount) 65,672 16,110 16,110 97,892

Laundramatics (1%

prompt payment

discount) 33,408 25,056 20,880 79,344

Donqieux 31,320 31,320 31,320 93,960

As a result of prompt payment discounts, which the solicitation stated were to be evaluated, Crown's bid was low by $236:

Base Option Option

Year Year 1 Year 2 Total

Ebony, Inc. $29,580 $29,580 $29,580 $88,740

Crown 52,538 12,888 12,888 78,314

Laundramatics 33,074 24,805 20,671 78,550

Donquieux 31,320 31,320 31,320 93,960

The Air Force found Crown's front-loaded bid to be mathematically unbalanced and, on the basis that Crown's bid would not be low until the last month of the second option period, determined the bid to be materially unbalanced. The Air Force rejected Crown's bid and awarded the contract to Laundramatics.

Mathematical Unbalance

Our Office has recognized that unbalanced bidding entails two aspects. The first is a mathematical evaluation of the bid to determine whether each bid item carries its share of the cost of the work plus profit, or whether the bid is based on nominal prices for some work and enhanced prices for other work. The second aspect—material unbalancing—involves an assessment of the cost impact of a mathematically unbalanced bid. A bid is materially unbalanced if there is a reasonable doubt that award to the bidder submitting the mathematically unbalanced bid will result in the lowest ultimate cost to the Government. Consequently, a materially unbalanced bid may not be accepted. Reliable Trash Service, B-194760, August 9, 1979, 79-2 CPD 107.

Crown asserts that its bid, although front-loaded, is not mathematically unbalanced. Crown points out that the George AFB solicitation requires that the washers and dryers not be more than 2 years old at the start of the contract or at the start of either option period and that the Columbus AFB solicitation requires new machines at the start of contract period. Thus, the solicitations require the contractor to purchase new machines to perform the requirement. Crown claims it formulated its bid by amortizing the cost of new machines (including finance charges) over the first year of the contract. Moreover, Crown points out that installation and start-up costs are incurred in the first year. Crown has submitted an itemization of its projected costs and profits which, in Crown's view, demonstrates that its bid prices are reflective of its costs for each contract period.

*3 We find, however, that the Air Force findings of mathematical unbalancing were correct.

Crown's George AFB price for the base period is 459 percent higher than its option year prices. Additionally, Crown's base price is 70 percent higher than the average price submitted by the other bidders and Crown's option price is less than 30 percent of the average option price submitted by other bidders. Similarly, Crown's Columbus bid for the base year is 308 percent higher than its option year price. Its base year price is 68 percent higher than the average base year price submitted by the other bidders and Crown's option year price is less than half of the average price for option year 1 submitted by the other bidders.

Thus, Crown's bids are extremely front-loaded and this structure is out of line with the pricing structure of the other bids submitted. Importantly, the scope and nature of the services is essentially the same for the base period and the option periods: rental and maintenance of washer and dryers. Although we have found that bids with base/option period price differentials of as much as 30 to 50 percent are not mathematically unbalanced, see Propserv Incorporated, B-192154, February 28, 1979, 79-1 CPD 138, where the differentials have approached the magnitude of Crown's differentials, we have uniformly found the bid to be mathematically unbalanced. See Reliable Trash Service, supra, (option year 1 price 90 percent greater than option year 2 or 3); Solon Automated Services, Inc., B-206449.2, December 20, 1982, 82-2 CPD 548 (base year price more than 350 percent higher than option year prices). We believe a finding of mathematical unbalance is warranted here.

Although Crown has offered business reasons for its price structure, we have consistently declined to look behind a bid to ascertain the business judgments that went into its preparation. See K.P. Food Services, Inc., 60 Comp. Gen. 1 (1982), 82-1 CPD 289; S. F. & G., Inc., dba Mercury, B-192903, November 24, 1978, 78-2 CPD 361. Rather, we believe it is proper to determine whether unbalancing exists by focusing on the pricing structure and the services to be rendered. Moreover, although business reasons for front-loading bids to such an extreme may well exist, we cannot ignore the fact that a bid such as Crown's enables the bidder to use during a base contract period Government funds more properly allocable to option periods and creates the prospect of a windfall if all options for some reason are not exercised. Safemasters Company, Inc., 58 Comp. Gen. 225 (1979), 79-1 CPD 38. In this regard, we observe that the business reasons Crown offers for its bid, recoupment of all equipment costs in the first year even though it will own and use the equipment in subsequent years, assumes that it is proper to obtain Government funds in the base year even though the funds are more properly allocable to the option years.

Material Unbalance

*4 As noted, a bid is materially unbalanced if there is a reasonable doubt that award to the bidder submitting a mathematically unbalanced bid will result in the lowest ultimate cost to the Government. The determination of whether reasonable doubt exists is a factual one which varies depending upon the particular circumstances of each procurement. Solon Automated Services, Inc., supra.

The Air Force determined that there was a reasonable doubt that it would realize the $15,845 price advantage represented by Crown's bid at George and the $236 advantage at Columbus. The Air Force points out that Crown's bid on the George requirement would not become low until the fourth month of the second option period. Crown's bid on the Columbus procurement would not become low until the last month of the second option period, the final month of the contract. Thus, if Crown were awarded either contract, the Government would assume a risk that if both options are not exercised, or if the contract is terminated, it will have paid Crown an inflated amount for the service. Relying on our decision Lear Siegler, Inc., B-205594.2, June 29, 1982, 82-1 CPD 632, the Air Force rejected Crown's bids as nonresponsive.

Crown argues that its bid will result in the lowest cost to the Government, because the Government reasonably expects that the requirement will exist and funds will be available during the option periods. Crown cites in support of its contention Jimmy's Appliance, B-205611, June 7, 1982, 82-1 CPD 542, in which we found that a similarly front-loaded bid was not materially unbalanced.

We find the bids to be materially unbalanced. In Jimmy's Appliance, the unbalanced bid was substantially lower than the next low bid (64,975.70 vs 115,708.30) and the Government would realize the price advantage during the first of 2 option years. In this case, Crown's advantage is not substantial in either procurement and, importantly, it is not until well into the second option period that either of Crown's bids become low. Therefore, Jimmy's Appliance is not controlling.

In any event, in Jimmy's Appliance and previous cases involving front-loaded bids, the material unbalancing analysis was limited to determining whether the Government reasonably expected to exercise the options. If the exercise was reasonably anticipated, we concluded that the bid was not materially unbalanced. In Lear Siegler, supra, we modified the material unbalance test somewhat. We held that even though the Army expected to exercise the options, since the bid in question was extremely unbalanced and would not become low until the 39th month of a possible 42-month contract, there was a reasonable doubt whether the unbalanced bid would ultimately provide the lowest cost to the Government. We recognized that despite the intent to exercise the options, intervening events could cause the contract not to run its full term (for example, troop levels at the installation could sufficiently decrease to make the exercise of the option unnecessary or uneconomical), resulting in an inordinately high cost to the Government and a windfall to the bidder.

*5 Turning to the facts in this case, we find that both of Crown's bids are materially unbalanced and were properly rejected. The Columbus bid requires the Government to pay 67 percent of the total 3-year price in the first year and does not become low (and then only by $236) until the 36th month. Crown's bid at George AFB requires the Government to pay 74 percent of the total contract costs in the first year. The bid does not become low until the 28th month of the 36-month contract. We agree with the contracting officers that there is a reasonable doubt that Crown's bid would actually provide the lowest cost.

We additionally point out that Crown is the low bidder at both installations only by virtue of substantial (20 percent) prompt payment discounts. Although the evaluation of discounts by the Air Force was proper under the solicitation and then-current regulations, the discounts add to our concern that Crown's bids may not present the lowest cost, since the Air Force would have to take advantage of the discount nearly every month of both contract periods to realize the savings represented by Crown's bid. See Solon Automated Services, Inc., supra.

The protest is denied.

Harry R. Van Cleve
for Comptroller General of the United States

B- 208795 (Comp.Gen.), B- 209311, B- 208795.2, 83-1 CPD P 438, 1983 WL 26763

End of Document

Code of Federal Regulations
Title 48. Federal Acquisition Regulations System
Chapter 1. Federal Acquisition Regulation
Subchapter H. Clauses and Forms
Part 52. Solicitation Provisions and Contract Clauses (Refs & Annos)
Subpart 52.2. Texts of Provisions and Clauses

48 C.F.R. 52.214–10

52.214–10 Contract Award—Sealed Bidding.

Currentness

As prescribed in 14.201–6(e), insert the following provision:

Contract Award—Sealed Bidding (JUL 1990)

(a) The Government will evaluate bids in response to this solicitation without discussions and will award a contract to the responsible bidder whose bid, conforming to the solicitation, will be most advantageous to the Government considering only price and the price-related factors specified elsewhere in the solicitation.

(b) The Government may (1) reject any or all bids, (2) accept other than the lowest bid, and (3) waive informalities or minor irregularities in bids received.

(c) The Government may accept any item or group of items of a bid, unless the bidder qualifies the bid by specific limitations. Unless otherwise provided in the Schedule, bids may be submitted for quantities less than those specified. The Government reserves the right to make an award on any item for a quantity less than the quantity offered, at the unit prices offered, unless the bidder specifies otherwise in the bid.

(d) A written award or acceptance of a bid mailed or otherwise furnished to the successful bidder within the time for acceptance specified in the bid shall result in a binding contract without further action by either party.

(e) The Government may reject a bid as nonresponsive if the prices bid are materially unbalanced between line items or subline items. A bid is materially unbalanced when it is based on prices significantly less than cost for some work and prices which are significantly overstated in relation to cost for other work, and if there is a reasonable doubt that the bid will result in the lowest overall cost to the Government even though it may be the low evaluated bid, or if it is so unbalanced as to be tantamount to allowing an advance payment.

(End of provision)

Credits
[50 FR 1746, Jan. 11, 1985; 55 FR 25531, June 21, 1990; 56 FR 15148, April 15, 1991; 68 FR 43857, July 24, 2003]

SOURCE: 48 FR 42478, Sept. 19, 1983; 48 FR 43273, Sept. 22, 1983; 50 FR 52429, Dec. 23, 1985; 54 FR 5054, Jan. 31, 1989; 60 FR 48218, Sept. 18, 1995; 68 FR 28079, May 22, 2003; 68 FR 28091, May 22, 2003; 68 FR 28097, May 22, 2003; 68 FR 28098, May 22, 2003; 68 FR 43856, July 24, 2003; 68 FR 43865, July 24, 2003; 68 FR 43869, July 24, 2003; 68 FR 43874, July 24, 2003; 68 FR 56672, Oct. 1, 2003; 68 FR 56683, Oct. 1, 2003; 68 FR 56684, Oct. 1, 2003; 68 FR 56686,

Oct. 1, 2003; 68 FR 69254, Dec. 11, 2003; 68 FR 69258, Dec. 11, 2003; 69 FR 1053, Jan. 7, 2004; 69 FR 16149, March 26, 2004; 69 FR 17744, 17770, April 5, 2004; 69 FR 25275, May 5, 2004; 69 FR 34227–34229, June 18, 2004; 69 FR 34240, June 18, 2004; 69 FR 59700, Oct. 5, 2004; 69 FR 59704, Oct. 5, 2004; 69 FR 76345, Dec. 20, 2004; 69 FR 76348, Dec. 20, 2004; 69 FR 76353, Dec. 20, 2004; 69 FR 76358, Dec. 20, 2004; 69 FR 77872, Dec. 28, 2004; 70 FR 11742, March 9, 2005; 70 FR 11752, March 9, 2005; 70 FR 11762, March 9, 2005; 70 FR 11763, March 9, 2005; 70 FR 14954, March 23, 2005; 70 FR 18959, April 11, 2005; 70 FR 33656, June 8, 2005; 70 FR 33659, June 8, 2005; 70 FR 33661, June 8, 2005; 70 FR 33665, June 8, 2005; 70 FR 33673, June 8, 2005; 70 FR 43581, July 27, 2005; 70 FR 43582, July 27, 2005; 70 FR 43584, July 27, 2005; 70 FR 57459, Sept. 30, 2005; 71 FR 20304, April 19, 2006; 71 FR 38245, July 5, 2006; 77 FR 44057, July 26, 2012; 77 FR 44061, July 26, 2012; 77 FR 44065, July 26, 2012; 77 FR 69716, Nov. 20, 2012; 77 FR 69724, Nov. 20, 2012; 77 FR 73518, Dec. 10, 2012; 77 FR 75775, Dec. 21, 2012; 78 FR 13767, Feb. 28, 2013; 78 FR 13769, Feb. 28, 2013; 78 FR 37688, June 21, 2013; 78 FR 46783, Aug. 1, 2013, unless otherwise noted.

AUTHORITY: 40 U.S.C. 121(c); 10 U.S.C. chapter 137; and 51 U.S.C. 20113.

Current through July 6, 2017; 82 FR 31277.

End of Document

CALIFORNIA DEPARTMENT OF TRANSPORTATION - CONTRACT COST DATA

	Item No. / Description	Unit	Dist	Qty	Unit Price	Adj Price	Total	Bid Open Date	Contract No.	Bid	M	TRO
☑	015573 - DECORATIVE HIGH FRICTION SURFACING	SQYD	08	847	$149.58	$245.91	$126644.40	07-09-2009	08-0A7914	1	M	
☑	015573 - DECORATIVE HIGH FRICTION SURFACING	SQYD	08	847	$180.00	$295.92	$152400.00	07-09-2009	08-0A7914	2	M	
☑	015573 - DECORATIVE HIGH FRICTION SURFACING	SQYD	08	847	$108.00	$177.55	$91440.00	07-09-2009	08-0A7914	3	M	
☑	015573 - DECORATIVE HIGH FRICTION SURFACING	SQYD	08	847	$161.72	$265.87	$136923.78	07-09-2009	08-0A7914	4	M	
☑	015573 - DECORATIVE HIGH FRICTION SURFACING	SQYD	08	847	$207.00	$340.31	$175260.00	07-09-2009	08-0A7914	5	M	
☑	019492 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	03	10740	$36.00	$72.56	$386640.00	09-22-2010	03-1F1004	1		
☑	019492 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	03	10740	$35.00	$70.55	$375900.00	09-22-2010	03-1F1004	2		
☑	019492 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	03	10740	$40.00	$80.63	$429600.00	09-22-2010	03-1F1004	3		
☑	019492 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	03	10740	$31.20	$62.89	$335088.00	09-22-2010	03-1F1004	4		
☑	019492 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	03	10740	$34.00	$68.53	$365160.00	09-22-2010	03-1F1004	5		
☑	024210 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	01	14400	$39.00	$74.19	$561600.00	07-17-2012	01-0B63U4	1		
☑	024210 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	01	14400	$45.00	$85.60	$648000.00	07-17-2012	01-0B63U4	2		
☑	024210 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	01	14400	$50.00	$95.11	$720000.00	07-17-2012	01-0B63U4	3		
☑	025127 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1340	$45.00	$55.47	$60300.00	01-24-2013	11-403704	1	M	
☑	025127 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1340	$45.00	$55.47	$60300.00	01-24-2013	11-403704	2	M	
☑	025127 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1340	$50.00	$61.63	$67000.00	01-24-2013	11-403704	3	M	
☑	025127 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1340	$50.00	$61.63	$67000.00	01-24-2013	11-403704	4	M	
☑	025127 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1340	$51.90	$63.97	$69546.00	01-24-2013	11-403704	5	M	
☑	025127 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1340	$59.00	$72.73	$79060.00	01-24-2013	11-403704	6	M	
☑	025127 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1340	$53.00	$65.33	$71020.00	01-24-2013	11-403704	7	M	
☑	025127 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1340	$34.89	$43.01	$46752.60	01-24-2013	11-403704	8	M	
☑	025466 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	03	32700	$18.50	$19.93	$604950.00	04-24-2013	03-3F3204	1		
☑	025466 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	03	32700	$21.91	$23.60	$716457.00	04-24-2013	03-3F3204	2		
☑	025466 - THIN HIGH FRICTION SURFACE TREATMENT	SQYD	03	32700	$31.10	$33.50	$1016970.00	04-24-2013	03-3F3204	3		
☑	025856 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	01	4900	$41.00	$44.17	$200900.00	06-26-2013	01-0C5104	1		
☑	025856 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	01	4900	$45.25	$48.75	$221725.00	06-26-2013	01-0C5104	2		
☑	025856 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	01	4900	$28.49	$30.69	$139601.00	06-26-2013	01-0C5104	3		
☑	025788 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	15100	$26.00	$28.01	$392600.00	06-27-2013	11-290404	1	M	TRO
☑	025788 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	15100	$26.00	$28.01	$392600.00	06-27-2013	11-290404	2	M	TRO
☑	025788 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	15100	$26.00	$28.01	$392600.00	06-27-2013	11-290404	3	M	TRO
☑	025788 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	15100	$25.00	$26.93	$377500.00	06-27-2013	11-290404	4	M	TRO
☑	025890 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	01	17100	$23.50	$41.85	$401850.00	07-03-2013	01-0C3604	1		
☑	025890 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	01	17100	$25.05	$44.61	$428355.00	07-03-2013	01-0C3604	2		

	Item No. / Description	Unit	Dist	Qty	Unit Price	Adj Price	Total	Bid Open Date	Contract No.	Bid	M	TRO
☑	025890 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	01	17100	$32.50	$57.88	$555750.00	07-03-2013	01-0C3604	3		
☑	025890 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	01	17100	$25.00	$44.53	$427500.00	08-27-2013	01-0C3604	1		
☑	025890 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	01	17100	$22.96	$40.89	$392616.00	08-27-2013	01-0C3604	2		
☑	025856 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	01	4900	$30.00	$53.43	$147000.00	08-27-2013	01-0C5104	1		
☑	025856 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	01	4900	$32.60	$58.06	$159740.00	08-27-2013	01-0C5104	2		
☑	026446 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	2300	$51.00	$69.79	$117300.00	10-03-2013	07-4T5704	1	M	
☑	026446 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	2300	$45.50	$62.26	$104650.00	10-03-2013	07-4T5704	2	M	
☑	026446 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	2300	$50.00	$68.42	$115000.00	10-03-2013	07-4T5704	3	M	
☑	026446 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	2300	$36.00	$49.26	$82800.00	10-03-2013	07-4T5704	4	M	
☑	026446 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	2300	$45.00	$61.58	$103500.00	10-03-2013	07-4T5704	5	M	
☑	026446 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	2300	$50.00	$68.42	$115000.00	10-03-2013	07-4T5704	6	M	
☑	026836 - THIN HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN) (SQYD)	SQYD	01	1480	$40.00	$42.97	$59200.00	02-12-2014	01-484704	1	M	
☑	026836 - THIN HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN) (SQYD)	SQYD	01	1480	$45.00	$48.34	$66600.00	02-12-2014	01-484704	2	M	
☑	026836 - THIN HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN) (SQYD)	SQYD	01	1480	$33.00	$35.45	$48840.00	02-12-2014	01-484704	3	M	
☑	026836 - THIN HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN) (SQYD)	SQYD	01	1480	$28.80	$30.93	$42624.00	02-12-2014	01-484704	4	M	
☑	026836 - THIN HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN) (SQYD)	SQYD	01	1480	$43.50	$46.72	$64380.00	02-12-2014	01-484704	5	M	
☑	027285 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)(SQYD)	SQYD	05	5060	$42.00	$55.94	$212520.00	05-14-2014	05-1F4804	1		
☑	027285 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)(SQYD)	SQYD	05	5060	$46.00	$61.27	$232760.00	05-14-2014	05-1F4804	2		
☑	027285 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)(SQYD)	SQYD	05	5060	$65.00	$86.58	$328900.00	05-14-2014	05-1F4804	3		
☑	027285 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)(SQYD)	SQYD	05	5060	$33.00	$43.95	$166980.00	05-14-2014	05-1F4804	4		
☑	027287 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	07	3700	$42.00	$55.94	$155400.00	05-15-2014	07-4T6804	1	M	
☑	027287 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	07	3700	$35.00	$46.62	$129500.00	05-15-2014	07-4T6804	2	M	
☑	027287 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	07	3700	$39.00	$51.95	$144300.00	05-15-2014	07-4T6804	3	M	
☑	027186 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	11	1300	$60.00	$79.92	$78000.00	05-15-2014	11-2M6304	1	M	
☑	027186 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	11	1300	$56.00	$74.59	$72800.00	05-15-2014	11-2M6304	2	M	
☑	027186 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	11	1300	$116.50	$155.17	$151450.00	05-15-2014	11-2M6304	3	M	
☑	027580 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	10	12000	$25.25	$33.24	$303000.00	07-16-2014	10-0Y6904	1		
☑	027580 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	10	12000	$37.50	$49.37	$450000.00	07-16-2014	10-0Y6904	2		
☑	027580 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	10	12000	$58.25	$76.69	$699000.00	07-16-2014	10-0Y6904	3		
☑	027599 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	16600	$24.00	$31.60	$398400.00	07-30-2014	01-0B0004	1	M	TRO
☑	027599 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	16600	$25.00	$32.91	$415000.00	07-30-2014	01-0B0004	2	M	TRO
☑	027599 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	16600	$27.00	$35.55	$448200.00	07-30-2014	01-0B0004	3	M	TRO
☑	027599 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	16600	$27.40	$36.07	$454840.00	07-30-2014	01-0B0004	4	M	TRO
☑	027599 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	16600	$28.00	$36.86	$464800.00	07-30-2014	01-0B0004	5	M	TRO
☑	027599 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	16600	$30.00	$39.50	$498000.00	07-30-2014	01-0B0004	6	M	TRO

	Item No. / Description	Unit	Dist	Qty	Unit Price	Adj Price	Total	Bid Open Date	Contract No.	Bid	M	TRO
☑	027599 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	16600	$27.40	$36.07	$454840.00	07-30-2014	01-0B0004	7	M	TRO
☑	027621 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6720	$32.00	$42.13	$215040.00	09-03-2014	10-0W1904	1	M	TRO
☑	027621 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6720	$33.00	$43.44	$221760.00	09-03-2014	10-0W1904	2	M	TRO
☑	027621 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6720	$31.85	$41.93	$214032.00	09-03-2014	10-0W1904	3	M	TRO
☑	027621 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6720	$32.00	$42.13	$215040.00	09-03-2014	10-0W1904	4	M	TRO
☑	027621 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6720	$30.00	$39.50	$201600.00	09-03-2014	10-0W1904	5	M	TRO
☑	027621 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6720	$32.00	$42.13	$215040.00	09-03-2014	10-0W1904	6	M	TRO
☑	027621 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6720	$33.08	$43.55	$222297.60	09-03-2014	10-0W1904	7	M	TRO
☑	027621 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6720	$32.00	$42.13	$215040.00	09-03-2014	10-0W1904	8	M	TRO
☑	027675 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18200	$30.00	$36.28	$546000.00	10-16-2014	07-2881U4	1	M	TRO
☑	027675 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18200	$28.25	$34.16	$514150.00	10-16-2014	07-2881U4	2	M	TRO
☑	027675 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18200	$25.00	$30.23	$455000.00	10-16-2014	07-2881U4	3	M	TRO
☑	027675 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18200	$10.50	$12.70	$191100.00	10-16-2014	07-2881U4	4	M	TRO
☑	027675 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18200	$30.00	$36.28	$546000.00	10-16-2014	07-2881U4	5	M	TRO
☑	027675 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18200	$26.00	$31.44	$473200.00	10-16-2014	07-2881U4	6	M	TRO
☑	028217 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	8360	$28.50	$34.47	$238260.00	12-03-2014	03-4F1204	1		
☑	028217 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	8360	$23.00	$27.82	$192280.00	12-03-2014	03-4F1204	2		
☑	028217 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	8360	$23.00	$27.82	$192280.00	12-03-2014	03-4F1204	3		
☑	028217 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	8360	$38.00	$45.96	$317680.00	12-03-2014	03-4F1204	4		
☑	028217 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	8360	$22.00	$26.61	$183920.00	12-03-2014	03-4F1204	5		
☑	028217 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	8360	$38.45	$46.50	$321442.00	12-03-2014	03-4F1204	6		
☑	028217 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	8360	$35.00	$42.33	$292600.00	12-03-2014	03-4F1204	7		
☑	028209 - HIGH FRICTION SURFACE TREATMENT EPOXY RESIN	SQYD	04	4990	$27.00	$28.39	$134730.00	01-15-2015	04-4H2214	1	M	TRO
☑	028209 - HIGH FRICTION SURFACE TREATMENT EPOXY RESIN	SQYD	04	4990	$31.00	$32.59	$154690.00	01-15-2015	04-4H2214	2	M	TRO
☑	028209 - HIGH FRICTION SURFACE TREATMENT EPOXY RESIN	SQYD	04	4990	$30.00	$31.54	$149700.00	01-15-2015	04-4H2214	3	M	TRO
☑	028209 - HIGH FRICTION SURFACE TREATMENT EPOXY RESIN	SQYD	04	4990	$27.00	$28.39	$134730.00	01-15-2015	04-4H2214	4	M	TRO
☑	028209 - HIGH FRICTION SURFACE TREATMENT EPOXY RESIN	SQYD	04	4990	$28.35	$29.81	$141466.50	01-15-2015	04-4H2214	5	M	TRO
☑	028209 - HIGH FRICTION SURFACE TREATMENT EPOXY RESIN	SQYD	04	4990	$27.00	$28.39	$134730.00	01-15-2015	04-4H2214	6	M	TRO
☑	028209 - HIGH FRICTION SURFACE TREATMENT EPOXY RESIN	SQYD	04	4990	$28.00	$29.44	$139720.00	01-15-2015	04-4H2214	7	M	TRO
☑	028425 - HIGH FRICTION SURFACE TREATMENT	SQYD	03	39800	$24.75	$26.02	$985050.00	02-05-2015	03-4F1304	1	M	
☑	028425 - HIGH FRICTION SURFACE TREATMENT	SQYD	03	39800	$27.00	$28.39	$1074600.00	02-05-2015	03-4F1304	2	M	
☑	028425 - HIGH FRICTION SURFACE TREATMENT	SQYD	03	39800	$29.00	$30.49	$1154200.00	02-05-2015	03-4F1304	3	M	
☑	028425 - HIGH FRICTION SURFACE TREATMENT	SQYD	03	39800	$40.00	$42.06	$1592000.00	02-05-2015	03-4F1304	4	M	
☑	028566 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	11400	$26.75	$28.13	$304950.00	03-10-2015	03-4F3604	1		
☑	028566 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	11400	$29.95	$31.49	$341430.00	03-10-2015	03-4F3604	2		

	Item No. / Description	Unit	Dist	Qty	Unit Price	Adj Price	Total	Bid Open Date	Contract No.	Bid	M	TRO
☑	028566 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	03	11400	$45.00	$47.31	$513000.00	03-10-2015	03-4F3604	3		
☑	028887 - HIGH FRICTION SURFACE TREATMENT (POLYMERRESIN)	SQYD	03	11200	$28.58	$37.44	$320096.00	05-19-2015	03-4F3904	1		
☑	028887 - HIGH FRICTION SURFACE TREATMENT (POLYMERRESIN)	SQYD	03	11200	$30.50	$39.96	$341600.00	05-19-2015	03-4F3904	2		
☑	028887 - HIGH FRICTION SURFACE TREATMENT (POLYMERRESIN)	SQYD	03	11200	$31.25	$40.94	$350000.00	05-19-2015	03-4F3904	3		
☑	028884 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	06	2340	$79.00	$103.50	$184860.00	05-21-2015	06-0R0204	1		
☑	028884 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	06	2340	$51.11	$66.96	$119597.40	05-21-2015	06-0R0204	2		
☑	028868 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6990	$32.00	$41.92	$223680.00	05-28-2015	10-0W1104	1	M	
☑	028868 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6990	$27.00	$35.37	$188730.00	05-28-2015	10-0W1104	2	M	
☑	028868 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	10	6990	$31.50	$41.27	$220185.00	05-28-2015	10-0W1104	3	M	
☑	029048 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	02	8520	$27.50	$36.03	$234300.00	06-02-2015	02-4F2904	1		
☑	029048 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	02	8520	$33.19	$43.48	$282778.80	06-02-2015	02-4F2904	2		
☑	029048 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	02	8520	$33.00	$43.23	$281160.00	06-02-2015	02-4F2904	3		
☑	029048 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	02	8520	$37.25	$48.80	$317370.00	06-02-2015	02-4F2904	4		
☑	029022 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	10	5200	$45.00	$58.95	$234000.00	06-17-2015	10-0X3904	1		
☑	029022 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	10	5200	$48.00	$62.89	$249600.00	06-17-2015	10-0X3904	2		
☑	029022 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	10	5200	$44.00	$57.64	$228800.00	06-17-2015	10-0X3904	3		
☑	029022 - HIGH FRICTION SURFACE TREATMENT (EPOXY RESIN)	SQYD	10	5200	$45.02	$58.98	$234104.00	06-17-2015	10-0X3904	4		
☑	029240 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	21700	$30.00	$36.98	$651000.00	07-22-2015	01-0E2604	1	M	
☑	029240 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	21700	$35.22	$43.41	$764274.00	07-22-2015	01-0E2604	2	M	
☑	029240 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	21700	$33.21	$40.93	$720657.00	07-22-2015	01-0E2604	3	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$39.00	$48.07	$301080.00	08-11-2015	12-0N1404	1	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$34.90	$43.02	$269428.00	08-11-2015	12-0N1404	2	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$33.00	$40.67	$254760.00	08-11-2015	12-0N1404	3	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$30.00	$36.98	$231600.00	08-11-2015	12-0N1404	4	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$38.00	$46.84	$293360.00	08-11-2015	12-0N1404	5	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$34.00	$41.91	$262480.00	08-11-2015	12-0N1404	6	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$46.50	$57.31	$358980.00	08-11-2015	12-0N1404	7	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$38.00	$46.84	$293360.00	08-11-2015	12-0N1404	8	M	
☑	029258 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	12	7720	$36.18	$44.59	$279309.60	08-11-2015	12-0N1404	9	M	
☑	029369 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	2970	$54.00	$66.56	$160380.00	08-12-2015	10-0Y9804	1		
☑	029369 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	2970	$46.31	$57.08	$137540.70	08-12-2015	10-0Y9804	2		
☑	029369 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	2970	$55.00	$67.79	$163350.00	08-12-2015	10-0Y9804	3		
☑	029377 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	13100	$23.00	$28.35	$301300.00	08-25-2015	01-487404	1	M	
☑	029377 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	13100	$30.00	$36.98	$393000.00	08-25-2015	01-487404	2	M	
☑	029403 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	01	600	$107.40	$132.38	$64440.00	09-02-2015	01-0B3004	1	M	

	Item No. / Description	Unit	Dist	Qty	Unit Price	Adj Price	Total	Bid Open Date	Contract No.	Bid	M	TRO
☑	029403 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	01	600	$140.00	$172.56	$84000.00	09-02-2015	01-0B3004	2	M	
☑	029403 - HIGH FRICTION SURFACE TREATMENT (POLYMER RESIN)	SQYD	01	600	$125.00	$154.07	$75000.00	09-02-2015	01-0B3004	3	M	
☑	029486 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	07	3050	$57.00	$70.26	$173850.00	09-17-2015	07-293404	1	M	
☑	029486 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	07	3050	$49.00	$60.39	$149450.00	09-17-2015	07-293404	2	M	
☑	029486 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	07	3050	$60.00	$73.95	$183000.00	09-17-2015	07-293404	3	M	
☑	029486 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	07	3050	$65.97	$81.31	$201208.50	09-17-2015	07-293404	4	M	
☑	029486 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	07	3050	$25.59	$31.54	$78049.50	09-17-2015	07-293404	5	M	
☑	029486 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	07	3050	$55.00	$67.79	$167750.00	09-17-2015	07-293404	6	M	
☑	029486 - HIGH FRICTION SURFACE TREATMENT (MULTI COMPONENT RESIN)	SQYD	07	3050	$49.00	$60.39	$149450.00	09-17-2015	07-293404	7	M	
☑	029946 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	2820	$31.60	$35.82	$89112.00	11-05-2015	04-4H2224	1	M	
☑	029946 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	2820	$33.50	$37.97	$94470.00	11-05-2015	04-4H2224	2	M	
☑	029946 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	2820	$30.00	$34.01	$84600.00	11-05-2015	04-4H2224	3	M	
☑	029831 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	6610	$31.00	$35.14	$204910.00	12-15-2015	07-302904	1	M	TRO
☑	029831 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	6610	$42.00	$47.61	$277620.00	12-15-2015	07-302904	2	M	TRO
☑	029831 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	6610	$38.00	$43.07	$251180.00	12-15-2015	07-302904	3	M	TRO
☑	029831 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	6610	$26.00	$29.47	$171860.00	12-15-2015	07-302904	4	M	TRO
☑	029831 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	6610	$28.10	$31.85	$185741.00	12-15-2015	07-302904	5	M	TRO
☑	029831 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	6610	$30.00	$34.01	$198300.00	12-15-2015	07-302904	6	M	TRO
☑	029831 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	6610	$27.00	$30.61	$178470.00	12-15-2015	07-302904	7	M	TRO
☑	030387 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	53400	$20.00	$22.72	$1068000.00	02-02-2016	11-414704	1	M	
☑	030387 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	53400	$26.00	$29.54	$1388400.00	02-02-2016	11-414704	2	M	
☑	030387 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	53400	$19.70	$22.38	$1051980.00	02-02-2016	11-414704	3	M	
☑	030387 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	53400	$21.50	$24.42	$1148100.00	02-02-2016	11-414704	4	M	
☑	030387 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	53400	$20.00	$22.72	$1068000.00	02-02-2016	11-414704	5	M	
☑	030387 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	53400	$20.00	$22.72	$1068000.00	02-02-2016	11-414704	6	M	
☑	045279 - HIGH FRICTION BRIDGE DECK SEAL	SQYD	12	10025	$25.00	$27.79	$250625.00	04-26-2016	12-0N0704	1	M	
☑	045279 - HIGH FRICTION BRIDGE DECK SEAL	SQYD	12	10025	$35.00	$38.90	$350875.00	04-26-2016	12-0N0704	2	M	
☑	045279 - HIGH FRICTION BRIDGE DECK SEAL	SQYD	12	10025	$48.00	$53.35	$481200.00	04-26-2016	12-0N0704	3	M	
☑	031159 - HIGH FRICTION SURFACE TREATMENT	SQYD	06	27000	$33.15	$36.85	$895050.00	06-07-2016	06-0R2304	1		
☑	031159 - HIGH FRICTION SURFACE TREATMENT	SQYD	06	27000	$32.00	$35.57	$864000.00	06-07-2016	06-0R2304	2		
☑	031159 - HIGH FRICTION SURFACE TREATMENT	SQYD	06	27000	$38.00	$42.24	$1026000.00	06-07-2016	06-0R2304	3		
☑	031159 - HIGH FRICTION SURFACE TREATMENT	SQYD	06	27000	$55.00	$61.13	$1485000.00	06-07-2016	06-0R2304	4		
☑	031205 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	2820	$30.00	$29.92	$84600.00	07-06-2016	04-4H2224	1	M	
☑	031205 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	2820	$27.50	$27.42	$77550.00	07-06-2016	04-4H2224	2	M	
☑	031205 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	2820	$30.45	$30.37	$85869.00	07-06-2016	04-4H2224	3	M	

	Item No. / Description	Unit	Dist	Qty	Unit Price	Adj Price	Total	Bid Open Date	Contract No.	Bid	M	TRO
☑	031205 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	2820	$27.50	$27.42	$77550.00	07-06-2016	04-4H2224	4	M	
☑	031205 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	2820	$27.50	$27.42	$77550.00	07-06-2016	04-4H2224	5	M	
☑	031212 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5820	$30.75	$30.67	$178965.00	08-03-2016	11-295204	1	M	
☑	031212 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5820	$35.00	$34.90	$203700.00	08-03-2016	11-295204	2	M	
☑	031212 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5820	$26.50	$26.43	$154230.00	08-03-2016	11-295204	3	M	
☑	031212 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5820	$36.00	$35.90	$209520.00	08-03-2016	11-295204	4	M	
☑	031212 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5820	$24.00	$23.93	$139680.00	08-03-2016	11-295204	5	M	
☑	031352 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5070	$35.00	$34.90	$177450.00	08-10-2016	11-416804	1	M	
☑	031352 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5070	$31.92	$31.83	$161834.40	08-10-2016	11-416804	2	M	
☑	031352 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5070	$33.00	$32.91	$167310.00	08-10-2016	11-416804	3	M	
☑	031352 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5070	$35.00	$34.90	$177450.00	08-10-2016	11-416804	4	M	
☑	031352 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	5070	$46.75	$46.62	$237022.50	08-10-2016	11-416804	5	M	
☑	031504 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	12700	$25.75	$25.68	$327025.00	08-25-2016	07-309404	1	M	
☑	031504 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	12700	$27.75	$27.67	$352425.00	08-25-2016	07-309404	2	M	
☑	031504 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	12700	$28.64	$28.56	$363728.00	08-25-2016	07-309404	3	M	
☑	031504 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	12700	$46.00	$45.87	$584200.00	08-25-2016	07-309404	4	M	
☑	031504 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	12700	$44.03	$43.91	$559181.00	08-25-2016	07-309404	5	M	
☑	031633 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	9200	$22.43	$22.37	$206356.00	09-27-2016	10-0Q1604	1	M	
☑	031633 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	9200	$22.50	$22.44	$207000.00	09-27-2016	10-0Q1604	2	M	
☑	031633 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	9200	$25.00	$24.93	$230000.00	09-27-2016	10-0Q1604	3	M	
☑	031633 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	9200	$25.00	$24.93	$230000.00	09-27-2016	10-0Q1604	4	M	
☑	031633 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	9200	$26.00	$25.93	$239200.00	09-27-2016	10-0Q1604	5	M	
☑	031633 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	9200	$20.00	$19.95	$184000.00	09-27-2016	10-0Q1604	6	M	
☑	031644 - HIGH FRICTION SURFACE TREATMENT	SQYD	02	10900	$23.00	$23.10	$250700.00	10-18-2016	02-2C0904	1	M	TRO
☑	031644 - HIGH FRICTION SURFACE TREATMENT	SQYD	02	10900	$22.25	$22.34	$242525.00	10-18-2016	02-2C0904	2	M	TRO
☑	031644 - HIGH FRICTION SURFACE TREATMENT	SQYD	02	10900	$20.00	$20.08	$218000.00	10-18-2016	02-2C0904	3	M	TRO
☑	031644 - HIGH FRICTION SURFACE TREATMENT	SQYD	02	10900	$31.00	$31.13	$337900.00	10-18-2016	02-2C0904	4	M	TRO
☑	032221 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18400	$25.50	$25.61	$469200.00	10-20-2016	07-307204	1	M	
☑	032221 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18400	$25.20	$25.30	$463680.00	10-20-2016	07-307204	2	M	
☑	032221 - HIGH FRICTION SURFACE TREATMENT	SQYD	07	18400	$30.00	$30.12	$552000.00	10-20-2016	07-307204	3	M	
☑	032137 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	24100	$25.00	$25.10	$602500.00	10-25-2016	11-403204	1	M	
☑	032137 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	24100	$29.00	$29.12	$698900.00	10-25-2016	11-403204	2	M	
☑	032137 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	24100	$24.30	$24.40	$585630.00	10-25-2016	11-403204	3	M	
☑	032137 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	24100	$32.00	$32.13	$771200.00	10-25-2016	11-403204	4	M	
☑	032137 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	24100	$25.20	$25.30	$607320.00	10-25-2016	11-403204	5	M	

	Item No. / Description	Unit	Dist	Qty	Unit Price	Adj Price	Total	Bid Open Date	Contract No.	Bid	M	TRO
☑	032493 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1630	$50.00	$50.00	$81500.00	01-04-2017	11-405704	1	M	TRO
☑	032493 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1630	$43.00	$43.00	$70090.00	01-04-2017	11-405704	2	M	TRO
☑	032493 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1630	$40.00	$40.00	$65200.00	01-04-2017	11-405704	3	M	TRO
☑	032493 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1630	$36.00	$36.00	$58680.00	01-04-2017	11-405704	4	M	TRO
☑	032493 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1630	$52.01	$52.01	$84776.30	01-04-2017	11-405704	5	M	TRO
☑	032493 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1630	$45.00	$45.00	$73350.00	01-04-2017	11-405704	6	M	TRO
☑	032493 - HIGH FRICTION SURFACE TREATMENT	SQYD	11	1630	$40.00	$40.00	$65200.00	01-04-2017	11-405704	7	M	TRO
☑	032923 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	3510	$35.00	$35.00	$122850.00	02-02-2017	10-1F5804	1		
☑	032923 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	3510	$33.00	$33.00	$115830.00	02-02-2017	10-1F5804	2		
☑	032953 - HIGH FRICTION SURFACE TREATMENT	SQYD	08	7780	$21.42	$21.42	$166647.60	02-07-2017	08-1F9504	1		
☑	032953 - HIGH FRICTION SURFACE TREATMENT	SQYD	08	7780	$22.47	$22.47	$174816.60	02-07-2017	08-1F9504	2		
☑	032953 - HIGH FRICTION SURFACE TREATMENT	SQYD	08	7780	$25.81	$25.81	$200801.80	02-07-2017	08-1F9504	3		
☑	032953 - HIGH FRICTION SURFACE TREATMENT	SQYD	08	7780	$27.20	$27.20	$211616.00	02-07-2017	08-1F9504	4		
☑	032953 - HIGH FRICTION SURFACE TREATMENT	SQYD	08	7780	$34.00	$34.00	$264520.00	02-07-2017	08-1F9504	5		
☑	032953 - HIGH FRICTION SURFACE TREATMENT	SQYD	08	7780	$34.00	$34.00	$264520.00	02-07-2017	08-1F9504	6		
☑	033014 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	28200	$23.25	$23.25	$655650.00	03-29-2017	01-0F1904	1	M	
☑	033014 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	28200	$21.50	$21.50	$606300.00	03-29-2017	01-0F1904	2	M	
☑	033014 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	28200	$28.00	$28.00	$789600.00	03-29-2017	01-0F1904	3	M	
☑	033014 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	28200	$21.50	$21.50	$606300.00	03-29-2017	01-0F1904	4	M	
☑	033014 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	28200	$25.00	$25.00	$705000.00	03-29-2017	01-0F1904	5	M	
☑	033014 - HIGH FRICTION SURFACE TREATMENT	SQYD	01	28200	$45.00	$45.00	$1269000.00	03-29-2017	01-0F1904	6	M	
☑	033060 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	8500	$23.00	$23.00	$195500.00	04-06-2017	04-1K0304	1		
☑	033060 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	8500	$26.00	$26.00	$221000.00	04-06-2017	04-1K0304	2		
☑	033060 - HIGH FRICTION SURFACE TREATMENT	SQYD	04	8500	$39.00	$39.00	$331500.00	04-06-2017	04-1K0304	3		
☑	033074 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	3510	$35.00	$35.00	$122850.00	04-12-2017	10-1F5804	1		
☑	033074 - HIGH FRICTION SURFACE TREATMENT	SQYD	10	3510	$38.35	$38.35	$134608.50	04-12-2017	10-1F5804	2		

uncheck all | check all

cost indexes | legend

SUMMARY	Unmodified	Adjusted		
Average Price/Unit: $	38.48	**48.10**	Avg No. Units	10822
Std Dev. (of Unit Price): ±$	24.29	**39.41**	Rows Selected	234
Weighted Avg.: $	30.21	**36.25**	Rows Returned	234
Minimum Price/Unit: $	10.50	12.70		
Maximum Price/Unit: $	207.00	340.31		

- Adjusted prices are adjusted to today's dollars based on the Caltrans Construction Cost Index
- To remove a row from the calculations, uncheck the checkbox next to that row.
- To see additional information for a contract, click on that contract number.
- To see a trend graph of prices for an item, click on the item number.
- Red highlighted rows contain one-time use item codes. Do not reuse them!
- Orange values are converted values. Click on them to view the original values and conversion factors.

| Back | New Search |

PARAMETERS: Item = high friction; Units: SQYD;District=All; Year=All; Convert=Yes; Bidders=All Bidders
TIMESTAMP: 11/20/2017 12:07:48
CURRENT 12-MO INDEX (CHCCI (2007 Base)): 145.33

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Western Rim Constructors, Inc. Bidder ID:VC0000101494

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
1	070030	LEAD COMPLIANCE PLAN	LUMP SUM LS	LUMP SUM	5,000.00
2	080050	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LUMP SUM LS	LUMP SUM	5,000.00
3	090100	TIME-RELATED OVERHEAD (WDAY)	115.0 WDAY	2,000.00	230,000.00
4	120090	CONSTRUCTION AREA SIGNS	LUMP SUM LS	LUMP SUM	39,000.00
5	120100	TRAFFIC CONTROL SYSTEM	LUMP SUM LS	LUMP SUM	323,000.00
6	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	2,580.0 LF	1.00	2,580.00
7	120199	TRAFFIC PLASTIC DRUM	73.0 EA	29.00	2,117.00
8	120300	TEMPORARY PAVEMENT MARKER	54.0 EA	10.00	540.00
9	128651	PORTABLE CHANGEABLE MESSAGE SIGN (EA)	4.0 EA	4,000.00	16,000.00
10	129000	TEMPORARY RAILING (TYPE K)	6,120.0 LF	18.33	112,179.60
11	033863	TEMPORARY ZONEGUARD BARRIER SYSTEM	1.0 EA	69,395.00	69,395.00
12	129100	TEMPORARY CRASH CUSHION MODULE	35.0 EA	180.00	6,300.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
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BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
13	033864	ALTERNATIVE TEMPORARY CRASH CUSHION	8.0	EA	2,450.00	19,600.00
14	130100	JOB SITE MANAGEMENT	LUMP SUM	LS	LUMP SUM	20,100.00
15	130200	PREPARE WATER POLLUTION CONTROL PROGRAM	LUMP SUM	LS	LUMP SUM	2,500.00
16	130620	TEMPORARY DRAINAGE INLET PROTECTION	15.0	EA	500.00	7,500.00
17	130640	TEMPORARY FIBER ROLL	2,600.0	LF	2.92	7,592.00
18	130710	TEMPORARY CONSTRUCTION ENTRANCE	2.0	EA	3,500.00	7,000.00
19	130730	STREET SWEEPING	LUMP SUM	LS	LUMP SUM	10,000.00
20	130900	TEMPORARY CONCRETE WASHOUT	LUMP SUM	LS	LUMP SUM	5,000.00
21	141120	TREATED WOOD WASTE	34,200.0	LB	0.15	5,130.00
22	153120	REMOVE CONCRETE (LF)	20.0	LF	107.20	2,144.00
23	170103	CLEARING AND GRUBBING (LS)	LUMP SUM	LS	LUMP SUM	10,000.00
24	190101	ROADWAY EXCAVATION	280.0	CY	88.36	24,740.80

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Western Rim Constructors, Inc. Bidder ID:VC0000101494

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
25	190105	ROADWAY EXCAVATION (TYPE Z-2) (AERIALLY DEPOSITED LEAD)	1,160.0 CY	233.94	271,370.40
26(F)	192001	STRUCTURE EXCAVATION	15.0 CY	152.80	2,292.00
27(F)	193001	STRUCTURE BACKFILL	7.0 CY	118.86	832.02
28	198010	IMPORTED BORROW (CY)	210.0 CY	80.48	16,900.80
29	200002	ROADSIDE CLEARING	LUMP SUM LS	LUMP SUM	10,000.00
30	202039	SLOW-RELEASE FERTILIZER	210.0 LB	6.00	1,260.00
31(F)	204008	PLANT (GROUP H)	30,100.0 EA	0.50	15,050.00
32	204011	PLANT (GROUP K)	2.0 EA	300.00	600.00
33	204096	MAINTAIN EXISTING PLANTED AREAS	LUMP SUM LS	LUMP SUM	10,000.00
34	204099	PLANT ESTABLISHMENT WORK	LUMP SUM LS	LUMP SUM	20,000.00
35	206400	CHECK AND TEST EXISTING IRRIGATION FACILITIES	LUMP SUM LS	LUMP SUM	4,000.00

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
36	206402	OPERATE EXISTING IRRIGATION FACILITIES	LUMP SUM LS	LUMP SUM	2,500.00
37	206405	REMOVE IRRIGATION FACILITY	LUMP SUM LS	LUMP SUM	3,500.00
38	206560	CONTROL AND NEUTRAL CONDUCTORS	LUMP SUM LS	LUMP SUM	5,000.00
39	206562	1" REMOTE CONTROL VALVE	4.0 EA	350.00	1,400.00
40	206564	1 1/2" REMOTE CONTROL VALVE	11.0 EA	400.00	4,400.00
41	206565	2" REMOTE CONTROL VALVE	2.0 EA	600.00	1,200.00
42	208416	CERTIFY EXISTING BACKFLOW PREVENTERS	LUMP SUM LS	LUMP SUM	12,000.00
43	208445	TREE WELL SPRINKLER ASSEMBLY	2.0 EA	60.00	120.00
44	208446	RISER SPRINKLER ASSEMBLY (GEAR DRIVEN)	32.0 EA	20.00	640.00
45	208447	POP-UP SPRINKLER ASSEMBLY (GEAR DRIVEN)	11.0 EA	40.00	440.00
46	208575	2" GATE VALVE	5.0 EA	400.00	2,000.00
47	208588	3" GATE VALVE	2.0 EA	600.00	1,200.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Western Rim Constructors, Inc. Bidder ID:VC0000101494

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
48(F)	208595	1" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	1,270.0 LF	3.00	3,810.00
49(F)	208596	1 1/4" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	150.0 LF	3.20	480.00
50(F)	208597	1 1/2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	260.0 LF	3.50	910.00
51(F)	208598	2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	340.0 LF	6.00	2,040.00
52(F)	208605	2" PLASTIC PIPE (CLASS 315) (SUPPLY LINE)	50.0 LF	6.00	300.00
53(F)	208607	3" PLASTIC PIPE (CLASS 315) (SUPPLY LINE)	1,360.0 LF	12.00	16,320.00
54	033865	TEMPORARY IRRIGATION SUPPLY LINE	1,240.0 LF	2.50	3,100.00
55	208739	10" CORRUGATED HIGH DENSITY POLYETHYLENE PIPE CONDUIT	55.0 LF	69.25	3,808.75
56	210212	DRY SEED (SQFT)	880.0 SQFT	0.50	440.00
57	210270	ROLLED EROSION CONTROL PRODUCT (NETTING)	880.0 SQFT	2.00	1,760.00
58	210610	COMPOST (CY)	5.5 CY	100.00	550.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
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BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
59	210630	INCORPORATE MATERIALS	880.0 SQFT	0.50	440.00
60	260203	CLASS 2 AGGREGATE BASE (CY)	540.0 CY	83.86	45,284.40
61	033866	HIGH FRICTION SURFACE TREATMENT	154,000.0 SQYD	20.22	3,113,880.00
62	390095	REPLACE ASPHALT CONCRETE SURFACING	59.0 CY	400.00	23,600.00
63	390132	HOT MIX ASPHALT (TYPE A)	460.0 TON	100.00	46,000.00
64	394073	PLACE HOT MIX ASPHALT DIKE (TYPE A)	620.0 LF	8.00	4,960.00
65	394074	PLACE HOT MIX ASPHALT DIKE (TYPE C)	410.0 LF	8.00	3,280.00
66	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	330.0 LF	8.00	2,640.00
67	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	300.0 LF	8.00	2,400.00
68	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	1,860.0 SQYD	22.04	40,994.40
69	397005	TACK COAT	0.5 TON	6,000.00	3,000.00
70	398100	REMOVE ASPHALT CONCRETE DIKE	1,410.0 LF	5.71	8,051.10

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Western Rim Constructors, Inc. Bidder ID:VC0000101494

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
71	490603	24" CAST-IN-DRILLED-HOLE CONCRETE PILING	86.0 LF	247.13	21,253.18
72(F)	510050	STRUCTURAL CONCRETE	23.0 CY	1,132.43	26,045.89
73(F)	510092	STRUCTURAL CONCRETE, HEADWALL	4.7 CY	2,127.66	10,000.00
74(F)	510094	STRUCTURAL CONCRETE, DRAINAGE INLET	25.0 CY	1,200.00	30,000.00
75(F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	14.0 CY	3,006.29	42,088.06
76	511106	DRILL AND BOND DOWEL	220.0 LF	25.18	5,539.60
77(F)	520101	BAR REINFORCING STEEL	5,900.0 LB	1.05	6,195.00
78	610112	24" ALTERNATIVE PIPE CULVERT	25.0 LF	177.52	4,438.00
79	650014	18" REINFORCED CONCRETE PIPE	210.0 LF	102.53	21,531.30
80	680285	4" PLASTIC PIPE UNDERDRAIN	110.0 LF	23.26	2,558.60
81	703233	GRATED LINE DRAIN	60.0 LF	230.97	13,858.20
82	703239	36" CORRUGATED STEEL PIPE RISER (.109" THICK)	4.9 LF	1,555.51	7,622.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Western Rim Constructors, Inc. Bidder ID:VC0000101494

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
83	710120	REMOVE DRAINAGE FACILITY (EA)	1.0	EA	1,222.00	1,222.00
84	710260	REMOVE CONCRETE (CHANNEL)	3.2	CY	381.88	1,222.02
85	710262	CAP INLET	1.0	EA	3,580.00	3,580.00
86	721420	CONCRETE (DITCH LINING)	2.5	CY	1,378.80	3,447.00
87	721810	SLOPE PAVING (CONCRETE)	6.0	CY	1,612.33	9,673.98
88	731508	MINOR CONCRETE (EXPOSED AGGREGATE CONCRETE)	3,050.0	SQFT	9.14	27,877.00
89	731710	REMOVE CONCRETE CURB (LF)	380.0	LF	9.12	3,465.60
90(F)	750001	MISCELLANEOUS IRON AND STEEL	1,997.0	LB	1.74	3,474.78
91	803050	REMOVE CHAIN LINK FENCE	29.0	LF	15.00	435.00
92	803140	RECONSTRUCT CHAIN LINK FENCE	15.0	LF	134.00	2,010.00
93	810190	GUARD RAILING DELINEATOR	95.0	EA	25.00	2,375.00
94	810230	PAVEMENT MARKER (RETROREFLECTIVE)	1,550.0	EA	4.00	6,200.00

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
95	820250	REMOVE ROADSIDE SIGN	14.0	EA	195.00	2,730.00
96	033867	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063" UNFRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	30.0	SQFT	24.27	728.10
97	033868	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080" UNFRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	140.0	SQFT	18.74	2,623.60
98	033869	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063" FRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	47.0	SQFT	23.26	1,093.22
99	033870	RETROREFLECTIVE SHEETING (TYPE XI)	220.0	SQFT	7.39	1,625.80
100	820840	ROADSIDE SIGN - ONE POST	13.0	EA	365.00	4,745.00
101	820860	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	1.0	EA	195.00	195.00
102	832005	MIDWEST GUARDRAIL SYSTEM	2,320.0	LF	34.00	78,880.00
103	832016	MIDWEST GUARDRAIL SYSTEM (7' POST)	190.0	LF	40.00	7,600.00
104	832070	VEGETATION CONTROL (MINOR CONCRETE)	1,000.0	SQYD	79.91	79,910.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Western Rim Constructors, Inc. Bidder ID:VC0000101494

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
105	839301	SINGLE THRIE BEAM BARRIER	12.5	LF	64.00	800.00
106(F)	839521	CABLE RAILING	10.0	LF	250.00	2,500.00
107	839540	TRANSITION RAILING (TYPE STB)	1.0	EA	2,000.00	2,000.00
108	839543	TRANSITION RAILING (TYPE WB-31)	4.0	EA	2,300.00	9,200.00
109	033871	FLARED TERMINAL SYSTEM (TYPE X-TENSION)	3.0	EA	3,600.00	10,800.00
110	839581	END ANCHOR ASSEMBLY (TYPE SFT)	7.0	EA	1,600.00	11,200.00
111	033872	TERMINAL SYSTEM (TYPE SOFTSTOP)	3.0	EA	3,600.00	10,800.00
112	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	2.0	EA	3,500.00	7,000.00
113	033873	CRASH CUSHION (SMART) (TYPE 1)	1.0	EA	40,610.00	40,610.00
114	033874	CRASH CUSHION (SMART) (TYPE 2)	1.0	EA	61,170.00	61,170.00
115	033875	CONCRETE BARRIER (TYPE 60 MOD 1)	190.0	LF	190.33	36,162.70
116	033876	CONCRETE BARRIER (TYPE 60 MOD 2)	5.0	LF	381.40	1,907.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
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BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
117	033877	CONCRETE BARRIER (TYPE 60D MOD 1)	140.0 LF	212.01	29,681.40
118	033878	CONCRETE BARRIER (TYPE 60D MOD 2)	130.0 LF	218.13	28,356.90
119	033879	CONCRETE BARRIER (TYPE 60R)	500.0 LF	364.65	182,325.00
120	839701	CONCRETE BARRIER (TYPE 60)	1,110.0 LF	89.91	99,800.10
121	839703	CONCRETE BARRIER (TYPE 60C)	53.0 LF	247.28	13,105.84
122(F)	033880	CONCRETE BARRIER (TYPE 736SV MOD)	80.0 LF	491.08	39,286.40
123	839752	REMOVE GUARDRAIL	2,970.0 LF	3.50	10,395.00
124	839774	REMOVE CONCRETE BARRIER	680.0 LF	35.33	24,024.40
125	839782	REMOVE CRASH CUSHION	1.0 EA	2,500.00	2,500.00
126	033881	REMOVE METAL BRIDGE RAILING	70.0 LF	35.71	2,499.70
127	033882	CONTINUOUS REFLECTIVE MARKING (ULTRAGUARD)	730.0 LF	29.20	21,316.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Western Rim Constructors, Inc. Bidder ID:VC0000101494

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
128	840623	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 36-12)	25,000.0	LF	0.60	15,000.00
129	840655	PAINT TRAFFIC STRIPE (1-COAT)	12,500.0	LF	0.30	3,750.00
130	846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	37,400.0	LF	0.66	24,684.00
131	846009	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	9,000.0	LF	1.10	9,900.00
132	846010	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 12-3)	5,230.0	LF	0.80	4,184.00
133	846020	REMOVE PAINTED TRAFFIC STRIPE	9,340.0	LF	0.35	3,269.00
134	846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	65,900.0	LF	0.40	26,360.00
135	033883	SUBSURFACE LOCATOR	LUMP SUM	LS	LUMP SUM	4,800.00
136	872130	MODIFYING EXISTING ELECTRICAL SYSTEM	LUMP SUM	LS	LUMP SUM	405,000.00
137	999990	MOBILIZATION	LUMP SUM	LS	LUMP SUM	698,418.00
		Total Bid				$6,926,220.64

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Future DB International Inc. Bidder ID:VC1400001102

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
1	070030	LEAD COMPLIANCE PLAN	LUMP SUM LS	LUMP SUM	11,124.00
2	080050	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LUMP SUM LS	LUMP SUM	3,090.00
3	090100	TIME-RELATED OVERHEAD (WDAY)	115.0 WDAY	3,090.00	355,350.00
4	120090	CONSTRUCTION AREA SIGNS	LUMP SUM LS	LUMP SUM	27,295.00
5	120100	TRAFFIC CONTROL SYSTEM	LUMP SUM LS	LUMP SUM	236,900.00
6	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	2,580.0 LF	1.03	2,657.40
7	120199	TRAFFIC PLASTIC DRUM	73.0 EA	36.05	2,631.65
8	120300	TEMPORARY PAVEMENT MARKER	54.0 EA	5.15	278.10
9	128651	PORTABLE CHANGEABLE MESSAGE SIGN (EA)	4.0 EA	4,738.00	18,952.00
10	129000	TEMPORARY RAILING (TYPE K)	6,120.0 LF	30.90	189,108.00
11	033863	TEMPORARY ZONEGUARD BARRIER SYSTEM	1.0 EA	41,200.00	41,200.00
12	129100	TEMPORARY CRASH CUSHION MODULE	35.0 EA	185.40	6,489.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Future DB International Inc. Bidder ID:VC1400001102

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
13	033864	ALTERNATIVE TEMPORARY CRASH CUSHION	8.0 EA	5,665.00	45,320.00
14	130100	JOB SITE MANAGEMENT	LUMP SUM LS	LUMP SUM	10,300.00
15	130200	PREPARE WATER POLLUTION CONTROL PROGRAM	LUMP SUM LS	LUMP SUM	710.70
16	130620	TEMPORARY DRAINAGE INLET PROTECTION	15.0 EA	257.50	3,862.50
17	130640	TEMPORARY FIBER ROLL	2,600.0 LF	3.09	8,034.00
18	130710	TEMPORARY CONSTRUCTION ENTRANCE	2.0 EA	5,150.00	10,300.00
19	130730	STREET SWEEPING	LUMP SUM LS	LUMP SUM	30,900.00
20	130900	TEMPORARY CONCRETE WASHOUT	LUMP SUM LS	LUMP SUM	3,090.00
21	141120	TREATED WOOD WASTE	34,200.0 LB	0.13	4,446.00
22	153120	REMOVE CONCRETE (LF)	20.0 LF	103.00	2,060.00
23	170103	CLEARING AND GRUBBING (LS)	LUMP SUM LS	LUMP SUM	30,900.00
24	190101	ROADWAY EXCAVATION	280.0 CY	103.00	28,840.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
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BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
25	190105	ROADWAY EXCAVATION (TYPE Z-2) (AERIALLY DEPOSITED LEAD)	1,160.0 CY	135.96	157,713.60
26(F)	192001	STRUCTURE EXCAVATION	15.0 CY	103.00	1,545.00
27(F)	193001	STRUCTURE BACKFILL	7.0 CY	206.00	1,442.00
28	198010	IMPORTED BORROW (CY)	210.0 CY	77.25	16,222.50
29	200002	ROADSIDE CLEARING	LUMP SUM LS	LUMP SUM	28,840.00
30	202039	SLOW-RELEASE FERTILIZER	210.0 LB	2.06	432.60
31(F)	204008	PLANT (GROUP H)	30,100.0 EA	0.67	20,167.00
32	204011	PLANT (GROUP K)	2.0 EA	453.20	906.40
33	204096	MAINTAIN EXISTING PLANTED AREAS	LUMP SUM LS	LUMP SUM	12,566.00
34	204099	PLANT ESTABLISHMENT WORK	LUMP SUM LS	LUMP SUM	28,634.00
35	206400	CHECK AND TEST EXISTING IRRIGATION FACILITIES	LUMP SUM LS	LUMP SUM	4,120.00

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
36	206402	OPERATE EXISTING IRRIGATION FACILITIES	LUMP SUM LS	LUMP SUM	3,090.00
37	206405	REMOVE IRRIGATION FACILITY	LUMP SUM LS	LUMP SUM	5,459.00
38	206560	CONTROL AND NEUTRAL CONDUCTORS	LUMP SUM LS	LUMP SUM	4,120.00
39	206562	1" REMOTE CONTROL VALVE	4.0 EA	406.85	1,627.40
40	206564	1 1/2" REMOTE CONTROL VALVE	11.0 EA	437.75	4,815.25
41	206565	2" REMOTE CONTROL VALVE	2.0 EA	463.50	927.00
42	208416	CERTIFY EXISTING BACKFLOW PREVENTERS	LUMP SUM LS	LUMP SUM	1,854.00
43	208445	TREE WELL SPRINKLER ASSEMBLY	2.0 EA	66.95	133.90
44	208446	RISER SPRINKLER ASSEMBLY (GEAR DRIVEN)	32.0 EA	45.32	1,450.24
45	208447	POP-UP SPRINKLER ASSEMBLY (GEAR DRIVEN)	11.0 EA	46.35	509.85
46	208575	2" GATE VALVE	5.0 EA	690.10	3,450.50
47	208588	3" GATE VALVE	2.0 EA	1,236.00	2,472.00

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
48(F)	208595	1" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	1,270.0 LF	4.12	5,232.40
49(F)	208596	1 1/4" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	150.0 LF	4.21	631.50
50(F)	208597	1 1/2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	260.0 LF	4.33	1,125.80
51(F)	208598	2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	340.0 LF	7.21	2,451.40
52(F)	208605	2" PLASTIC PIPE (CLASS 315) (SUPPLY LINE)	50.0 LF	16.48	824.00
53(F)	208607	3" PLASTIC PIPE (CLASS 315) (SUPPLY LINE)	1,360.0 LF	16.48	22,412.80
54	033865	TEMPORARY IRRIGATION SUPPLY LINE	1,240.0 LF	5.15	6,386.00
55	208739	10" CORRUGATED HIGH DENSITY POLYETHYLENE PIPE CONDUIT	55.0 LF	168.92	9,290.60
56	210212	DRY SEED (SQFT)	880.0 SQFT	1.03	906.40
57	210270	ROLLED EROSION CONTROL PRODUCT (NETTING)	880.0 SQFT	1.50	1,320.00
58	210610	COMPOST (CY)	5.5 CY	206.00	1,133.00

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
59	210630	INCORPORATE MATERIALS	880.0	SQFT	1.03	906.40
60	260203	CLASS 2 AGGREGATE BASE (CY)	540.0	CY	103.00	55,620.00
61	033866	HIGH FRICTION SURFACE TREATMENT	154,000.0	SQYD	5.28	813,120.00
62	390095	REPLACE ASPHALT CONCRETE SURFACING	59.0	CY	1,236.00	72,924.00
63	390132	HOT MIX ASPHALT (TYPE A)	460.0	TON	257.50	118,450.00
64	394073	PLACE HOT MIX ASPHALT DIKE (TYPE A)	620.0	LF	5.10	3,162.00
65	394074	PLACE HOT MIX ASPHALT DIKE (TYPE C)	410.0	LF	5.10	2,091.00
66	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	330.0	LF	5.10	1,683.00
67	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	300.0	LF	5.10	1,530.00
68	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	1,860.0	SQYD	51.50	95,790.00
69	397005	TACK COAT	0.5	TON	3,090.00	1,545.00
70	398100	REMOVE ASPHALT CONCRETE DIKE	1,410.0	LF	51.50	72,615.00

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
71	490603 24"	CAST-IN-DRILLED-HOLE CONCRETE PILING	86.0	LF	360.50	31,003.00
72(F)	510050 STRUCTURAL	CONCRETE	23.0	CY	1,030.00	23,690.00
73(F)	510092 STRUCTURAL	CONCRETE, HEADWALL	4.7	CY	2,060.00	9,682.00
74(F)	510094 STRUCTURAL	CONCRETE, DRAINAGE INLET	25.0	CY	1,030.00	25,750.00
75(F)	510502 MINOR CONCRETE	(MINOR STRUCTURE)	14.0	CY	1,545.00	21,630.00
76	511106 DRILL AND BOND	DOWEL	220.0	LF	77.25	16,995.00
77(F)	520101 BAR REINFORCING	STEEL	5,900.0	LB	2.06	12,154.00
78	610112 24" ALTERNATIVE	PIPE CULVERT	25.0	LF	2,060.00	51,500.00
79	650014 18" REINFORCED	CONCRETE PIPE	210.0	LF	309.00	64,890.00
80	680285 4" PLASTIC PIPE	UNDERDRAIN	110.0	LF	103.00	11,330.00
81	703233 GRATED LINE	DRAIN	60.0	LF	103.00	6,180.00
82	703239 36" CORRUGATED	STEEL PIPE RISER (.109" THICK)	4.9	LF	309.00	1,514.10

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Future DB International Inc. Bidder ID:VC1400001102

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
83	710120	REMOVE DRAINAGE FACILITY (EA)	1.0	EA	3,090.00	3,090.00
84	710260	REMOVE CONCRETE (CHANNEL)	3.2	CY	618.00	1,977.60
85	710262	CAP INLET	1.0	EA	5,150.00	5,150.00
86	721420	CONCRETE (DITCH LINING)	2.5	CY	1,030.00	2,575.00
87	721810	SLOPE PAVING (CONCRETE)	6.0	CY	1,030.00	6,180.00
88	731508	MINOR CONCRETE (EXPOSED AGGREGATE CONCRETE)	3,050.0	SQFT	10.30	31,415.00
89	731710	REMOVE CONCRETE CURB (LF)	380.0	LF	30.90	11,742.00
90(F)	750001	MISCELLANEOUS IRON AND STEEL	1,997.0	LB	10.30	20,569.10
91	803050	REMOVE CHAIN LINK FENCE	29.0	LF	61.29	1,777.41
92	803140	RECONSTRUCT CHAIN LINK FENCE	15.0	LF	89.41	1,341.15
93	810190	GUARD RAILING DELINEATOR	95.0	EA	16.48	1,565.60
94	810230	PAVEMENT MARKER (RETROREFLECTIVE)	1,550.0	EA	2.06	3,193.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Future DB International Inc. Bidder ID:VC1400001102

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
95	820250	REMOVE ROADSIDE SIGN	14.0 EA	77.25	1,081.50
96	033867	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063" UNFRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	30.0 SQFT	7.21	216.30
97	033868	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080" UNFRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	140.0 SQFT	7.47	1,045.80
98	033869	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063" FRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	47.0 SQFT	15.45	726.15
99	033870	RETROREFLECTIVE SHEETING (TYPE XI)	220.0 SQFT	4.12	906.40
100	820840	ROADSIDE SIGN - ONE POST	13.0 EA	412.00	5,356.00
101	820860	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	1.0 EA	257.50	257.50
102	832005	MIDWEST GUARDRAIL SYSTEM	2,320.0 LF	26.99	62,616.80
103	832016	MIDWEST GUARDRAIL SYSTEM (7' POST)	190.0 LF	28.54	5,422.60
104	832070	VEGETATION CONTROL (MINOR CONCRETE)	1,000.0 SQYD	72.10	72,100.00

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Future DB International Inc. Bidder ID:VC1400001102

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity / Unit of Measure	Unit Price	Item Total
105	839301	SINGLE THRIE BEAM BARRIER	12.5 LF	92.70	1,158.75
106(F)	839521	CABLE RAILING	10.0 LF	117.22	1,172.20
107	839540	TRANSITION RAILING (TYPE STB)	1.0 EA	3,973.74	3,973.74
108	839543	TRANSITION RAILING (TYPE WB-31)	4.0 EA	3,694.61	14,778.44
109	033871	FLARED TERMINAL SYSTEM (TYPE X-TENSION)	3.0 EA	6,061.55	18,184.65
110	839581	END ANCHOR ASSEMBLY (TYPE SFT)	7.0 EA	932.15	6,525.05
111	033872	TERMINAL SYSTEM (TYPE SOFTSTOP)	3.0 EA	3,649.29	10,947.87
112	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	2.0 EA	3,342.35	6,684.70
113	033873	CRASH CUSHION (SMART) (TYPE 1)	1.0 EA	41,828.30	41,828.30
114	033874	CRASH CUSHION (SMART) (TYPE 2)	1.0 EA	63,005.10	63,005.10
115	033875	CONCRETE BARRIER (TYPE 60 MOD 1)	190.0 LF	327.98	62,316.20
116	033876	CONCRETE BARRIER (TYPE 60 MOD 2)	5.0 LF	11,885.59	59,427.95

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
117	033877	CONCRETE BARRIER (TYPE 60D MOD 1)	140.0	LF	799.79	111,970.60
118	033878	CONCRETE BARRIER (TYPE 60D MOD 2)	130.0	LF	1,019.78	132,571.40
119	033879	CONCRETE BARRIER (TYPE 60R)	500.0	LF	903.87	451,935.00
120	839701	CONCRETE BARRIER (TYPE 60)	1,110.0	LF	194.04	215,384.40
121	839703	CONCRETE BARRIER (TYPE 60C)	53.0	LF	589.30	31,232.90
122(F)	033880	CONCRETE BARRIER (TYPE 736SV MOD)	80.0	LF	7,807.40	624,592.00
123	839752	REMOVE GUARDRAIL	2,970.0	LF	10.15	30,145.50
124	839774	REMOVE CONCRETE BARRIER	680.0	LF	154.50	105,060.00
125	839782	REMOVE CRASH CUSHION	1.0	EA	10,300.00	10,300.00
126	033881	REMOVE METAL BRIDGE RAILING	70.0	LF	103.00	7,210.00
127	033882	CONTINUOUS REFLECTIVE MARKING (ULTRAGUARD)	730.0	LF	6.18	4,511.40

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
Contract No.: 11-415304 Project ID: 1113000018
Bidder Name:Future DB International Inc. Bidder ID:VC1400001102

BID ITEM LIST

Item No.	Item Code	Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
128	840623	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 36-12)	25,000.0	LF	0.42	10,500.00
129	840655	PAINT TRAFFIC STRIPE (1-COAT)	12,500.0	LF	0.15	1,875.00
130	846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	37,400.0	LF	0.52	19,448.00
131	846009	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	9,000.0	LF	0.78	7,020.00
132	846010	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 12-3)	5,230.0	LF	0.73	3,817.90
133	846020	REMOVE PAINTED TRAFFIC STRIPE	9,340.0	LF	0.21	1,961.40
134	846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	65,900.0	LF	0.21	13,839.00
135	033883	SUBSURFACE LOCATOR	LUMP SUM	LS	LUMP SUM	12,875.00
136	872130	MODIFYING EXISTING ELECTRICAL SYSTEM	LUMP SUM	LS	LUMP SUM	757,050.00
137	999990	MOBILIZATION	LUMP SUM	LS	LUMP SUM	309,000.00
		Total Bid				$6,336,412.35

STANDARD SPECIFICATIONS

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

2015

PUBLISHED BY
DEPARTMENT OF TRANSPORTATION

Copies of this book may be obtained from:

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1900 ROYAL OAKS DRIVE
SACRAMENTO, CALIFORNIA 95815-3800
Telephone (916) 263-0822
Fax (916) 263-0470
Publication Unit Web site: http://caltrans-opac.ca.gov/publicat.htm

Each scale used to determine material payment quantities must be operated by a licensed weighmaster (Bus & Prof Code § 12700 et seq.).

Submit a public weighmaster's certificate or certified daily summary weigh sheets for each weighed material quantity. The Department may witness material weighing and check and compile the daily scale-weight record.

Each vehicle operator must obtain weight or load slips from the weighmaster. Submit these records at the delivery point.

9-1.02B(3) Procedures

Each day weigh empty vehicles used to haul material paid for by weight. Each vehicle must have a legible identification mark. The Department may verify a material weight by having an empty and loaded vehicle weighed on any scale the Engineer designates.

If imported topsoil, soil amendment, or mulch is measured by volume:

1. Each vehicle must allow for an accurate determination of its contents
2. Unless vehicles are of uniform capacity, each vehicle must have a legible identification mark showing its volumetric capacity
3. Load vehicles to at least the volumetric capacity
4. Level vehicle loads on arrival at the delivery point

If determining a quantity paid on a volume basis is impractical or if authorized, weigh the material and the Engineer converts the result to a volume measurement. The Engineer determines the conversion factors and, if you agree, adopts this method of measurement.

9-1.02C Final Pay Item Quantities

The Department shows a bid item quantity as a final pay item for payment purposes only. For a final pay item, accept payment based on the Bid Item List quantity, regardless of the actual quantity used unless dimensions are changed by the Engineer.

9-1.02D Quantities of Aggregate and Other Roadway Materials

The Engineer determines the weights of aggregate and other roadway material that are being paid for by weight as shown in the following table and does not include the deducted weight of water in their payment quantities:

Determination of Quantities of Aggregate and Other Roadway Materials

Material	Quantity determination
Aggregate or other roadway material except as otherwise shown in this table	By deducting the weight of water in the material[a] in excess of 3 percent of the dry weight of the material from the weight of the material
Imported borrow, imported topsoil, AB	By deducting the weight of water in the material[a] in excess of 6 percent of the dry weight of the material from the weight of the material
Straw	By deducting the weight of water in the material[a] in excess of 15 percent of the dry weight of the material from the weight of the material
Fiber[b]	Engineer does not deduct the weight of water
AB and aggregate for CTBs	As specified in section 26 and section 27

NOTE: Percentage of water is determined by California Test 226.
[a]At the time of weighing
[b]Weight of water in the fiber[a] must not exceed 15 percent of the dry weight of the fiber.

9-1.03 PAYMENT SCOPE

The Department pays you for furnishing the resources and activities required to complete the work. The Department's payment is full compensation for furnishing the resources and activities, including:

1. Risk, loss, damage repair, or cost of whatever character arising from or relating to the work and performance of the work

DEPARTMENT OF TRANSPORTATION
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Serious drought.
Help save water!

May 2, 2016

Facsimile: (916) 381-1447

Felipe Martin, President
Martin Brothers Construction.
8801 Folsom Blvd., Suite 260
Sacramento, CA 95826

03-0C4714
03-Yol-16-23.2/23.5
B.O. 03/30/2016

Dear Mr. Martin:

The Department of Transportation (Caltrans) received a bid from Martin Brothers Construction (Martin Brothers) on the above referenced contract on March 30, 2016. By this letter, Caltrans notifies Martin Brothers that it will not be considered for award of this contract due to a determination that its bid both mathematically and materially unbalanced.

Caltrans performed a bid analysis to determine the significant differences between the Engineer's Estimate of the costs associated with this project and Martin Brothers' bid. The disparity between Martin Brothers' bid and the Engineer's Estimate is related to the following:

1. Contract item 3, Traffic Control System was bid at $161,000, exceeded the engineer's estimate by 78.9% or $71,000.

2. Contract item 12, Street Sweeping was bid at $54,500, exceeded the engineer's estimate by 194.9% or 36,020.

3. Contract item 24, Roadway Excavation, Martin Brothers bid $64,000 for this item which is 75% percent below the engineer's estimate of $256,000. Martin Brothers was unable to account for the pricing. As a result, Caltrans's construction staff confirms that this item as bid, is not a reasonable cost for this work.

A mathematically unbalanced bid is a bid containing lump sum or unit bid items that do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs, and other indirect costs. A materially unbalanced bid is a bid which generates a reasonable doubt that award to the bidder submitting a mathematically unbalanced bid will result in the lowest ultimate cost to the State. The findings related to the bid items listed above generate a reasonable doubt that award to Martin Brothers would result in the lowest ultimate cost to the State.

As you are aware, Caltrans receives many bids in response to its highway construction needs and strives to ensure the integrity of the competitive bidding process. Based on the item cost listed for Bid Items 3, 12 and 24, it is Caltrans' determination that the bid submitted by Martin Brothers is both mathematically and materially unbalanced, as there is reasonable doubt that Martin Brothers' bid will result in the lowest ultimate cost to the State.

Therefore, it is in the best interest of Caltrans to reject this bid, and award this contract to the next lowest responsible and responsive bidder, provided that all requirements have been met.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,

JILL Y. SEWELL
Office Chief
Office Engineer, Construction Contract Awards
Division of Engineering Services

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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Flex your power!
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April 16, 2013

(775)355-0535
Facsimile: ~~(415) 466-6315~~

Tim Morgan
Sierra Nevada Construction, Inc.
P.O. Box 50760
Sparks, NV 89431

10-0X8504
10-Mer-59-R0.2/7.9
B.O. 03/19/2013

Dear Mr. Morgan:

The Department of Transportation (Caltrans) received a bid from Sierra Nevada Construction, Inc. (SNC) on the above referenced contract on March 19, 2013. By this letter, Caltrans notifies SNC that it will not be considered for award of this contract due to a determination that its bid is nonresponsive.

Caltrans performed a bid analysis to determine the significant differences between the Engineer's Estimate of the costs associated with this project and SNC's bid. The disparity of the between SNC's bid and Engineer's Estimate is related to the following:

1. Contract Items 8 through 13, and 17, were bid with a unit cost of only $1.00 which is not a realistic unit cost for these items.

2. Contract Item 3, Traffic Control System was bid at $1,189,459. This amount exceeded the Engineer's Estimate of $96,000.

As you are aware, Caltrans receives many bids in response to its project delivery needs. In order to ensure the integrity of the bidding process, each bid is analyzed to determine its responsiveness. In this case, SNC by its own admission submitted an unbalanced bid and as a result of that action, Caltrans cannot ascertain whether the bid is truly the lowest responsible bid. Therefore, it is in the best interest of Caltrans to reject this bid, and award this contract to the next lowest responsible and responsive bidder, provided that all requirements have been met.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,

for JOHN C. McMILLAN
Deputy Division Chief
Office Engineer
Division of Engineering Services

DEPARTMENT OF TRANSPORTATION
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Serious drought.
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May 22, 2014

Facsimile: (775)355-0535

Kevin Robertson, President
Sierra Nevada Construction, Inc.
2055 E. Greg Street
Sparks, Nevada, 89435

10-0Y1204
10-Mer-59-7.9/14.1
B.O. 3/12/14

Dear Mr. Robertson:

The Department of Transportation (Caltrans) received the attached bid from Sierra Nevada Construction, Inc. (SNC) for project 10-0Y1204 on March12, 2014, at which time, SNC was the apparent low bidder. By this letter, Caltrans notifies SNC that its bid has been rejected due to unbalancing.

As you are aware, Caltrans receives many bids in response to its highway construction needs and strives to ensure the integrity of the competitive bidding process. Caltrans evaluates each bid to determine whether a bid meets the requirements of both the State/Federal contract approval process. In this case, Caltrans Engineers evaluated the bid submitted by SNC and determined that SNC submitted a bid that was materially unbalanced.

A bid is mathematically unbalanced when it contains lump sum or unit bid items that do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs, and other indirect costs. A bid is materially unbalanced when it generates a reasonable doubt that the award to the bidder submitting a mathematically unbalanced bid will result in the lowest ultimate cost to the State.

SNC's bid for contract Bid Item 12, Cold In-Place Recycling Agent, was bid at a unit cost of $250.00 per ton in comparison to the Engineer's Estimate of $650.00 per ton and the other seven bidders which ranged from $535.00 to $660.00 per ton. This led to a -61.5% bid difference from the Engineer's Estimate. By comparing the overall total bid for the lowest 4 bidders less this item, a change in the bid rank status of the current low bid would occur.

Therefore, based on the item cost listed for Bid Items 3 and 12, it is Caltrans' determination that this bid is both mathematically and materially unbalanced as there is reasonable doubt that SNC's bid will result in the lowest ultimate cost to the State.

Based on the above, the Department has determined that SNC is no longer eligible for award of this contract. Caltrans will proceed to award this contract to the lowest responsive and responsible bidder, provided that all requirements have been met.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,

JOHN C. McMILLAN
Deputy Division Chief
Office Engineer
Division of Engineering Services

Attachment

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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April 29, 2013

Facsimile: (775) 355-0535

Kevin L. Robertson, President
Sierra Nevada Construction, Inc.
P.O. Box 50760
Sparks, NV 89431

10-0X8504
10-Mer-59-R0.2/7.9
B.O. 03/19/2013

Dear Mr. Robertson:

The Department of Transportation (Caltrans) received the attached letter dated April 18, 2013 from Sierra Nevada Construction, Inc. (Sierra Nevada) protesting a non-responsive finding.

Sierra Nevada protest disputes the determination set forth in the April 16, 2013, correspondence from Caltrans stating that Sierra Nevada 's bid was materially unbalanced and nonresponsive and that "it is in the best interest of Caltrans to reject the bid".

Caltrans has not changed its position concerning the finding of your bid being materially unbalanced and nonresponsive and will proceed to award this contract to the lowest responsible bidder, provided that all requirements are met.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,

JOHN C. McMILLAN
Deputy Division Chief
Office Engineer
Division of Engineering Services

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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August 28, 2013

Facsimile: (209) 983-2375

Mr. Daniel E. Brown, Estimating Manager
Teichert Construction
P. O. Box 1118
Stockton, CA 95201

10-0T1604
10-SJ-26-18.5/19.0
B.O. 7/23/2013

Dear Mr. Brown:

The Department of Transportation (Caltrans) received the attached bid from Teichert Construction (Teichert) for project 10-0T1604 on July 23, 2013, at which time Teichert was the apparent second low bidder. By this letter Caltrans notifies Teichert that its bid has been rejected due to unbalancing.

As you are aware, Caltrans evaluates each bid to determine whether a bid meets the requirements of both the State and Federal contract approval process. In this case, Caltrans Engineers evaluated the bid submitted by Teichert and determined that Teichert submitted a bid that was materially and mathematically unbalanced. Teichert's proposed cost for Bid Item 40, Imported Borrow, was $0.01 for 13,000 CY for a total cost of $130.00.

A mathematically unbalanced bid is a bid containing lump sum or unit bid items that do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs, and other indirect costs. A materially unbalanced bid is a bid which generates a reasonable doubt that award to the bidder submitting a mathematically unbalanced bid will result in the lowest ultimate cost to the State.

Caltrans receives many bids in response to its highway construction needs and strives to ensure the integrity of the competitive bidding process. Based on the item cost listed for Bid Item 40 it is Caltrans' determination that the bid is both mathematically and materially unbalanced as there is reasonable doubt that Teichert's bid will result in the lowest ultimate cost to the State.

Based on the above, the Department has determined that Teichert is no longer eligible for award of this contract. Caltrans will proceed to award this contract to the lowest responsible and responsive bidder.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,

per JOHN C. McMILLAN
Deputy Division Chief
Office Engineer
Division of Engineering Services

Attachment

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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August 28, 2013

Facsimile: (925) 961-1925

Mr. Robert W. Purdy, Vice President/Secretary
RGW Construction Inc.
550 Greenville Road
Livermore, CA 94550

10-0T1604
10-SJ-26-18.5/19.0
B.O. 7/23/2013

Dear Mr. Purdy:

The Department of Transportation (Caltrans) received the attached bid from RGW Construction Inc. (RGW) for project 10-0T1604 on July 23, 2013, at which time RGW was the apparent low bidder. By this letter Caltrans notifies RGW that its bid has been rejected due to unbalancing.

As you are aware, Caltrans evaluates each bid to determine whether a bid meets the requirements of both the State and Federal contract approval process. In this case, Caltrans Engineers evaluated the bid submitted by RGW and determined that RGW submitted a bid that was materially and mathematically unbalanced. RGW's proposed cost for Bid Item 40, Imported Borrow, was $0.01 for 13,000 CY for a total cost of $130.00.

A mathematically unbalanced bid is a bid containing lump sum or unit bid items that do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs, and other indirect costs. A materially unbalanced bid is a bid which generates a reasonable doubt that award to the bidder submitting a mathematically unbalanced bid will result in the lowest ultimate cost to the State.

Caltrans receives many bids in response to its highway construction needs and strives to ensure the integrity of the competitive bidding process. Based on the item cost listed for Bid Item 40, it is Caltrans' determination that the bid is both mathematically and materially unbalanced as there is reasonable doubt that RGW's bid will result in the lowest ultimate cost to the State.

Based on the above the Department has determined that RGW is no longer eligible for award of this contract. Caltrans will proceed to award this contract to the lowest responsible and responsive bidder.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,

JOHN C. McMILLAN
Deputy Division Chief
Office Engineer
Division of Engineering Services

Attachment

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
OFFICE ENGINEER, MS 43
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October 2, 2013

Facsimile: (925) 961-1925

Mr. Robert W. Purdy, Vice President/Secretary
RGW Construction Inc.
550 Greenville Road
Livermore, CA 94550

10-0T1604
10-SJ-26-18.5/19.0
B.O. 7/23/2013

Dear Mr. Purdy:

The Department of Transportation (Caltrans) received the attached letter from RGW Construction (RGW) protesting the rejection of its bid on project 10-0T1604 due to unbalancing. The protest states in part;... "that RGW analyzed the plans and determined there would not be a need for imported borrow, i.e: the site balances with nominal consideration for shrink. RGW factored this into the bid and passed the savings on to the State of California by virtue of our submitting the least cost bid". RGW requests Caltrans to rescind its bid rejection letter and award the contract to the lowest responsive and responsible bidder, RGW.

As you are aware, the Engineering decisions must be made by and are the responsibility of the engineer in responsible charge of the project. Caltrans relies on its Civil Engineers for both the design and quality assurance needs for all projects, including materials. Ultimately, Caltrans makes all final decisions on its projects as it relates to the relevance of plans, specifications and or materials used. As with all highway construction contracts, Caltrans strives to obtain the lowest bid; and at the same time assure fair and equitable evaluation of all bids. As such, regardless of the bidder's expertise, the bidder must submit a bid in accordance with the projects plans and specifications. In this case, RGW pre-determined that there would not be a need for imported borrow and submitted its bid for Bid Item 40 (imported borrow) for $0.01 or $130.00 for 13,000 cubic yards. While Caltrans agrees that some portion of the work may be adjusted, the State would ultimately pay a higher overall total price for the contract.

Therefore, Caltrans stands by its original decision that the bid submitted by RGW is both materially and mathematically unbalanced and will proceed to award this contract to the lowest responsible and responsive bidder.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,

JOHN C. McMILLAN
Deputy Division Chief
Office Engineer
Division of Engineering Services

Attachment

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
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May 2, 2016

Facsimile: (916) 381-1447

Felipe Martin, President
Martin Brothers Construction.
8801 Folsom Blvd., Suite 260
Sacramento, CA 95826

03-0C4714
03-Yol-16-23.2/23.5
B.O. 03/30/2016

Dear Mr. Martin:

The Department of Transportation (Caltrans) received a bid from Martin Brothers Construction (Martin Brothers) on the above referenced contract on March 30, 2016. By this letter, Caltrans notifies Martin Brothers that it will not be considered for award of this contract due to a determination that its bid both mathematically and materially unbalanced.

Caltrans performed a bid analysis to determine the significant differences between the Engineer's Estimate of the costs associated with this project and Martin Brothers' bid. The disparity between Martin Brothers' bid and the Engineer's Estimate is related to the following:

1. Contract item 3, Traffic Control System was bid at $161,000, exceeded the engineer's estimate by 78.9% or $71,000.

2. Contract item 12, Street Sweeping was bid at $54,500, exceeded the engineer's estimate by 194.9% or 36,020.

3. Contract item 24, Roadway Excavation, Martin Brothers bid $64,000 for this item which is 75% percent below the engineer's estimate of $256,000. Martin Brothers was unable to account for the pricing. As a result, Caltrans's construction staff confirms that this item as bid, is not a reasonable cost for this work.

A mathematically unbalanced bid is a bid containing lump sum or unit bid items that do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs, and other indirect costs. A materially unbalanced bid is a bid which generates a reasonable doubt that award to the bidder submitting a mathematically unbalanced bid will result in the lowest ultimate cost to the State. The findings related to the bid items listed above generate a reasonable doubt that award to Martin Brothers would result in the lowest ultimate cost to the State.

As you are aware, Caltrans receives many bids in response to its highway construction needs and strives to ensure the integrity of the competitive bidding process. Based on the item cost listed for Bid Items 3, 12 and 24, it is Caltrans' determination that the bid submitted by Martin Brothers is both mathematically and materially unbalanced, as there is reasonable doubt that Martin Brothers' bid will result in the lowest ultimate cost to the State.

Therefore, it is in the best interest of Caltrans to reject this bid, and award this contract to the next lowest responsible and responsive bidder, provided that all requirements have been met.

If you have any questions, please contact Mulissa Smith, Contract Awards Branch Chief, at (916) 227-6228.

Sincerely,

JILL Y. SEWELL
Office Chief
Office Engineer, Construction Contract Awards
Division of Engineering Services

Bidding Firm: Future DB International Inc.

List this sub? Yes

13) Business Name BC Traffic Specialist
Location City Orange State CA
California Contractor License Number 877686
Public Works Contractor Registration Number 1000005503
Portion of Work Subcontracted:

Item	%	Description
128	100	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Br
129	100	Paint Traffic Stripe (1-Coat)
130	100	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)
131	100	8" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)
132	100	8" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Br

List this sub? Yes

14) Business Name BC Traffic Specialist
Location City Orange State CA
California Contractor License Number 877686
Public Works Contractor Registration Number 1000005503
Portion of Work Subcontracted:

Item	%	Description
133	100	Remove Painted Traffic Stripe
134	100	Remove Thermoplastic Traffic Stripe

List this sub? Yes

15) Business Name ACL Contsruction Company, Inc.
Location City Chino Hills State CA
California Contractor License Number 468840
Public Works Contractor Registration Number 1000008098
Portion of Work Subcontracted:

Item	%	Description
115	92	Concrete Barrier (Type 60 Mod 1)
116	97	Concrete Barrier (Type 60 Mod 2)
117	97	Concrete Barrier (Type 60D Mod 1)
118	97	Concrete Barrier (Type 60D Mod 2)
119	98	Concrete Barrier (Type 60R)

Bidding Firm: Future DB International Inc.

List this sub? Yes

16) Business Name ACL Construction Company, Inc.
Location City Chino Hills State CA
California Contractor License Number 468840
Public Works Contractor Registration Number 1000008098
Portion of Work Subcontracted:

Item	%	Description
120	95	Concrete Barrier (Type 60)
121	95	Concrete Barrier (Type 60C)
122	99	Concrete Barrier (Type 736SV Mod)

List this sub? Yes

17) Business Name Quality Traffic Control
Location City Fontana State CA
California Contractor License Number 992622
Public Works Contractor Registration Number 1000014062
Portion of Work Subcontracted:

Item	%	Description
4	100	Construction Area Signs
7	100	Plasic Drum
12	100	Temporary Crash Cushion Module
13	100	Alternative Crash Cushion

List this sub? Yes

18) Business Name American Steel Placers, Inc.
Location City San Bernardino State CA
California Contractor License Number 568513
Public Works Contractor Registration Number 1000006659
Portion of Work Subcontracted:

Item	%	Description
71	10	CIDH
75	14	Minor Concrete
77	51	Rebar
87	25	Slope Paving
88	12	Minor Concrete

List this sub? Yes

20) Business Name American Steel Placers, Inc.
Location City San Bernardino State CA
California Contractor License Number 568513
Public Works Contractor Registration Number 1000006659
Portion of Work Subcontracted:

Item	%	Description
120	5	Concrete Barrier (Rebar)
121	5	Concrete Barrier (Rebar)
122	1	Concrete Barrier (Rebar)

A C L
Construction Company, Inc.

207 W. STATE STREET, ONTARIO, CA 91761
PO Box 1929, Chino Hills, CA 91709
OFFICE (909) 391-4477 * FAX (909) 391-4472
License #A-468840 - DIR#1000008098

PROPOSAL

Date: 11/7/17
Page: 1 of 2
Project Name: Route 79 Robinson Avenue
Contract No.: 11-415304
Location: San Diego County

We submit for your consideration the following proposal based on the list of Terms, Conditions, and Exclusions hereinafter set forth. This list shall become part of any subcontract agreement for this project and shall prevail over any conflicting terms.

Item	Type	Qty	Price	Total
115	60Mod1	190	$ 77.37 /per lf	$ 14,700.30
116	60Mod2	5	$ 157.07 /per lf	$ 785.35
117	60DMod1	140	$ 105.07 /per lf	$ 14,709.80
118	60DMod2	130	$ 113.07/per lf	$ 14,699.10
119	60R	500	$ 207.47 /per lf	$ 103,735.00
120	60	1110	$ 43.07 /per lf	$ 47,807.70
121	60C	53	$ 143.07/per lf	$ 7,582.71
122	736SV	80	$ 257.07 /per lf	$ 20,565.60
TOTAL:----------				$ 224,585.56*

EXCLUDES CONCRETE AND REBAR
EXCLUDES TEXTURE
EXCLUDES STYROFOAM AND PREPARATION THEREFORE
EXCLUDES GALVANIZED PLATES AND INSTALLATION THEREFORE
EXCLUDES REMOVAL, ROUGHENING AND DRILL & GROUT DOWEL INTO AND OF EXISTING BARRIER
CONTRACTOR TO DIG FOOTINGS IN NEAT LINE – EXCLUDES FORMING
CONTRACTOR TO SUPPLY SQUARE PILES TO LINE AND GRADE WIDTH OF RAIL
CONTRACTOR TO SUPPLY LIGHT PLANTS IF NECESSARY

*Total does not include Workers Compensation Insurance Waiver of Subrogation Endorsement to Include add $803.18 to total proposal.

- Quote includes 1 move-in(s); additional move-ins are $5,700.00 each, Plus Build Up
- Quote is valid 45 days from Bid Date.
- Tailgate access only.
- Any questions please telephone our office.

✧✧ FORM, POUR, FINISH ONLY ✧✧

ACL Construction Co., Inc. — Terms, Conditions, and Exclusions

This list of ACL's *Terms, Conditions, and Exclusions*, along with the preceding *Proposal* dated 11/7/17, shall be included as part of any contract and shall prevail over any conflicting terms.

Retention is 5% after 50% of ACL's work is in place. Prime Contractor shall release 100% Retention 35 days after ACL's work is completed.

INSURANCE: ACL's limit is one million. If more limits are required, all additional insurance, premiums, and fees are to be paid by the Prime Contractor. **EXCLUDES - Railroad Insurance, Waiver of Subrogation, Longshoremen's Insurance (All available at Prime Contractor's Expense)**

ACL will not accept a Type I or Type II indemnity agreement.

Excludes - Engineering, Inspections, Permits, Fees, City Licenses, or Testing of any type.

ACL will not be responsible for delays due to lack of, and/or incorrect or inadequate Contractor furnished schedule, material, access, and structure not ready. Time delays which are out of ACL's control and in control of the Prime Contractor, or his other subcontractors, will be charged at Cal-Trans rates.

No Caltrans extra work will be performed until an agreement on price and time is given to ACL in the form of written authorization from the Prime Contractor.

No back charges will be accepted without prior written authorization from ACL.

No corrective work by others; ACL will correct its own work.

Force-account work to be paid in accordance with Cal-Trans special provisions or agreed upon price.

ACL is not responsible for vandalism or damage to concrete barrier after barrier is placed and finished.

ACL is not responsible for damage or on-site clean up of instances done by others than ACL's own work force.

Any item or items of work may be deleted from ACL's proposal if requested by Prime Contractor and agreed upon before bid date. ACL's proposal is to be considered complete per their listed work. ACL's price is based only on items listed in our proposal.

Prime Contractor to provide at all bridges, and free standing walls, Cal-OSHA approved working scaffold and protective cover over traffic and environmentally impacted areas.

Prime Contractor to provide adequate access suitable for concrete to be end-dumped from Ready Mix Trucks; 12' wide work area, no more than 16" below flow line; minimum of 2' work area at both sides of rail form, and access to set forms with boom truck.

Prime Contractor to provide adequate access to ACL's work and not hinder work or work schedule.

Prime Contractor to provide secure area for ACL's material and equipment.

Prime Contractor to provide a **written move-in notification EIGHT (8) WEEKS before requested move-in date.**

Prime Contractor is to schedule a minimum 8-hour workday.

No weekend work (Saturdays & Sundays), night work, and additional lighting.

Prime Contractor to provide a source of water within job limits to ACL free of charge.

Prime Contractor to provide sanitation facilities.

Prime Contractor to provide Square Pile Caps to line and grade width of rail.

All work completed by Prime Contractor or their subcontractors to be completed according to applicable job plans and specifications.

ACL Exclusions – (See Page 1 of Proposal For Any Items Listed Here That We May Include on a Per-Contract Basis)

Sealant, Texture, Stain, Paint, Sandblasting of any kind, Preparation and Architectural Treatment, Drill and Grout Dowels.

Embedded Items - (Installing of Bolts, Utility Pipe, and/or Conduits, and Block-outs, Bulkheads, etc.)

Miscellaneous Metals and Metal Embeds of any kind.

Sign Bases, Light Pedestals, and Electroliers when protruding.

Concrete, Concrete Pump, Cold weather Concrete Protection, Rebar, Rebar install, Rebar Templates, Expansion Paper Styrofoam

Water Cure and Curing Compounds.

Electrical; Graffiti removal.

Restoration Work, AC Paving or Patching

Traffic Control – NOTE: Traffic Control to be provided per special provisions by Prime Contractor.

Construction Signs, Cones, Delineators, Protective Barriers, Fencing or K-Rail.

Survey – NOTE: Adequate Staking to be provided by the Prime Contractor.

Layout, Excavation, and Backfill; De-Water and Water Control.

Dust Control, Surface Water Handling, or Erosion Control.

Clearing or Grubbing; Removal or Haul Away; Hazardous Waste Removal.

CPM Schedule or apportioned cost thereof.

FAX COVER SHEET

TO	
COMPANY	
FAXNUMBER	19497324355
FROM	Jody Lee
DATE	2017-11-07 20:26:19 GMT
RE	Contract #11-415304 Route 163

COVER MESSAGE

Attached please find our quote for Contract #11-415304 Route 163

Thank-you,

Jody J. Lee

ACL Construction Co., Inc.
P.O. Box 1929
Chino Hills, CA 91709
909/391-4477 Ph.
909/391-4472 Fax
jlee@aclrails.com

Affirmative Action
Equal Opportunity Employer

West's Annotated California Codes
Public Contract Code (Refs & Annos)
Division 2. General Provisions (Refs & Annos)
Part 1. Administrative Provisions (Refs & Annos)
Chapter 5. Relief of Bidders (Refs & Annos)

West's Ann.Cal.Pub.Con.Code § 5103

§ 5103. Grounds for relief

Effective: January 1, 2006
Currentness

The bidder shall establish to the satisfaction of the court that:

(a) A mistake was made.

(b) He or she gave the public entity written notice within five working days, excluding Saturdays, Sundays, and state holidays, after the opening of the bids of the mistake, specifying in the notice in detail how the mistake occurred.

(c) The mistake made the bid materially different than he or she intended it to be.

(d) The mistake was made in filling out the bid and not due to error in judgment or to carelessness in inspecting the site of the work, or in reading the plans or specifications.

Credits
(Added by Stats.1982, c. 435, p. 1803, § 2. Amended by Stats.2005, c. 270 (S.B.731), § 2.)

Notes of Decisions (19)

West's Ann. Cal. Pub. Con. Code § 5103, CA PUB CONT § 5103
Current with urgency legislation through Ch. 859 of 2017 Reg.Sess

End of Document

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

DBE - COMMITMENT

DES-OE-0102.10D (REV 12/2014)

CONTRACT NO: 11-415304

Low Bidder

BID AMOUNT: $ 6,336,412.35

BID OPENING DATE: 11/07/2017

BIDDER'S NAME: FUTURE DB INTERNATIONAL, INC.

DBE GOAL FROM CONTRACT %: 11%

DBE PRIME CONTRACTOR CERTIFICATION[1]:	TOTAL NUMBER OF ALL SUBCONTRACTS (DBE & NON-DBE)	TOTAL VALUE OF ALL SUBCONTRACTS (DBE & NON-DBE)
NOT APPLICABLE	6	$ 823,674.85

BID ITEM NO.	ITEM OF WORK AND DESCRIPTION OF SERVICES TO BE SUBCONTRACTED OR MATERIALS TO BE PROVIDED[2]	WORK CATEGORY CODES[3]	NAME OF DBEs (Must be certified on the date bids are opened. Include Caltrans' certification no., DBE address, and phone number. Show 2nd and lower tier subcontractors)	AMOUNT ($)
71	24" CAST-IN-DRILLED-HOLE CONCRETE PILING (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION # 33825,(909)-884-6031 603 S ARROWHEAED AVE.,SAN BERNARDINO, CA 92408	3,390.98
75 F	MINOR CONCRETE (MINOR STRUCTURE) (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION # 33825,(909)-884-6031 603 S ARROWHEAED AVE.,SAN BERNARDINO, CA 92408	3,111.64
77 F	BAR REINFORCING STEEL (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION # 33825,(909)-884-6031 603 S ARROWHEAED AVE.,SAN BERNARDINO, CA 92408	6,195.00
87	SLOPE PAVING (CONCRETE) (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION # 33825,(909)-884-6031 603 S ARROWHEAED AVE.,SAN BERNARDINO, CA 92408	1,542.00
88	MINOR CONCRETE (EXPOSED AGGREGATE CONCRETE) (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION # 33825,(909)-884-6031 603 S ARROWHEAED AVE.,SAN BERNARDINO, CA 92408	3,751.50
115	CONCRETE BARRIER (TYPE 60 MOD 1) (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION # 33825,(909)-884-6031 603 S ARROWHEAED AVE.,SAN BERNARDINO, CA 92408	5,263.00
			Total Claimed Participation	$ CONT. NEXT PAGE %

Show all DBE firms being claimed for credit, regardless of tier. Attach written confirmation from each DBE shown stating that it will be participating in the contract to perform the specific work shown for the specific amount agreed to.

The names of the 1st tier DBE subcontractors and items of work must be consistent with the Subcontractor List (Pub Cont Code § 4100 et seq.).

[1]Each DBE prime contractor must enter its certification number and show all work to be performed by DBEs, including work performed by its own forces.

[2]If 100% of an item is not to be performed or furnished by the DBE, describe the exact portion of the item to be performed or furnished.

[3]Use Work Category Codes from the California Unified Certification Program database.

The bidder acknowledges that it is committed to use the DBEs shown on this form to meet the contract goal (49 CFR 26.53).

Signature of Bidder

Date

(Area Code) Tel. No.

Person to Contact

(Please Type or Print)

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information, call (916) 445-1233, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DBE - COMMITMENT

DES-OE-0102.10D (REV 12/2014)

CONTRACT NO: 11-415304

BID AMOUNT: $ 6,336,412.35

BID OPENING DATE: 11/07/2017

BIDDER'S NAME: FUTURE DB INTERNATIONAL, INC.

DBE GOAL FROM CONTRACT %: 11%

DBE PRIME CONTRACTOR CERTIFICATION[1]:	TOTAL NUMBER OF ALL SUBCONTRACTS (DBE & NON-DBE)	TOTAL VALUE OF ALL SUBCONTRACTS (DBE & NON-DBE)
NOT APPLICABLE	6	$ 823,674.85

BID ITEM NO.	ITEM OF WORK AND DESCRIPTION OF SERVICES TO BE SUBCONTRACTED OR MATERIALS TO BE PROVIDED[2]	WORK CATEGORY CODES[3]	NAME OF DBEs (Must be certified on the date bids are opened. Include Caltrans' certification no., DBE address, and phone number. Show 2nd and lower tier subcontractors)	AMOUNT ($)
116	CONCRETE BARRIER (TYPE 60 MOD 2) (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION #:33825,(909)-884-6031 603 S ARROWHEAED AVE, SAN BERNARDINO, CA 92408	222.35
117	CONCRETE BARRIER (TYPE 60D MOD 1)(REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION #:33825,(909)-884-6031 603 S ARROWHEAED AVE, SAN BERNARDINO, CA 92408	2,973.60
118	CONCRETE BARRIER (TYPE 60D MOD 2)(REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION #:33825,(909)-884-6031 603 S ARROWHEAED AVE, SAN BERNARDINO, CA 92408	2,558.40
119	CONCRETE BARRIER (TYPE 60R)(REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION #:33825,(909)-884-6031 603 S ARROWHEAED AVE, SAN BERNARDINO, CA 92408	11,390.00
120	CONCRETE BARRIER (TYPE 60) (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION #:33825,(909)-884-6031 603 S ARROWHEAED AVE, SAN BERNARDINO, CA 92408	11,344.20
121	CONCRETE BARRIER (TYPE 60C) (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION #:33825,(909)-884-6031 603 S ARROWHEAED AVE, SAN BERNARDINO, CA 92408	1,624.98
			Total Claimed Participation	$ CONT. NEXT PAGE %

Show all DBE firms being claimed for credit, regardless of tier. Attach written confirmation from each DBE shown stating that it will be participating in the contract to perform the specific work shown for the specific amount agreed to.

The names of the 1st tier DBE subcontractors and items of work must be consistent with the Subcontractor List (Pub Cont Code § 4100 et seq.).

[1]Each DBE prime contractor must enter its certification number and show all work to be performed by DBEs, including work performed by its own forces.

[2]If 100% of an item is not to be performed or furnished by the DBE, describe the exact portion of the item to be performed or furnished.

[3]Use Work Category Codes from the California Unified Certification Program database.

The bidder acknowledges that it is committed to use the DBEs shown on this form to meet the contract goal (49 CFR 26.53).

Signature of Bidder

Date (Area Code) Tel. No.

Person to Contact (Please Type or Print)

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DBE - COMMITMENT

DES-OE-0102.10D (REV 12/2014)

CONTRACT NO: 11-415304

BID AMOUNT: $ 6,336,412.35

BID OPENING DATE: 11/07/2017

BIDDER'S NAME: FUTURE DB INTERNATIONAL, INC.

DBE GOAL FROM CONTRACT %: 11%

DBE PRIME CONTRACTOR CERTIFICATION[1]:	TOTAL NUMBER OF ALL SUBCONTRACTS (DBE & NON-DBE)	TOTAL VALUE OF ALL SUBCONTRACTS (DBE & NON-DBE)
NOT APPLICABLE	6	$ 823,674.85

BID ITEM NO.	ITEM OF WORK AND DESCRIPTION OF SERVICES TO BE SUBCONTRACTED OR MATERIALS TO BE PROVIDED[2]	WORK CATEGORY CODES[3]	NAME OF DBEs (Must be certified on the date bids are opened. Include Caltrans' certification no., DBE address, and phone number. Show 2nd and lower tier subcontractors)	AMOUNT ($)
122 F	CONCRETE BARRIER (TYPE 736SV MOD) (REBAR)	C5201,C0655	AMERICAN STEEL PLACERS, INC DBE CERTIFICATION #:33825,(909)-884-6031 603 S ARROWHEAED AVE, SAN BERNARDINO, CA 92408	5,741.60
4	CONSTRUCTION AREA SIGNS	C5201,C0655	QUALITY TRAFFIC CONTROL DBE CERTIFICATION #:42283,(909)-276-5582 13940 ROSE AVE, FONTANA, CA 92337	29,900.00
7	TRAFFIC PLASTIC DRUM	C5201,C0655	QUALITY TRAFFIC CONTROL DBE CERTIFICATION #:42283,(909)-276-5582 13940 ROSE AVE, FONTANA, CA 92337	2,920.00
12	TEMPORARY CRASH CUSHION MODULE	C5201,C0655	QUALITY TRAFFIC CONTROL DBE CERTIFICATION #:42283,(909)-276-5582 13940 ROSE AVE, FONTANA, CA 92337	6,475
13	ALT. CRASH CUSHION	C5201,C0655	QUALITY TRAFFIC CONTROL DBE CERTIFICATION #:42283,(909)-276-5582 13940 ROSE AVE, FONTANA, CA 92337	47,200.00
			Total Claimed Participation	$ 145,604.250
				2.30 %

Show all DBE firms being claimed for credit, regardless of tier. Attach written confirmation from each DBE shown stating that it will be participating in the contract to perform the specific work shown for the specific amount agreed to.

The names of the 1st tier DBE subcontractors and items of work must be consistent with the Subcontractor List (Pub Cont Code § 4100 et seq.).

[1]Each DBE prime contractor must enter its certification number and show all work to be performed by DBEs, including work performed by its own forces.

[2]If 100% of an item is not to be performed or furnished by the DBE, describe the exact portion of the item to be performed or furnished.

[3]Use Work Category Codes from the California Unified Certification Program database.

The bidder acknowledges that it is committed to use the DBEs shown on this form to meet the contract goal (49 CFR 26.53).

Signature of Bidder

11/08/2017 (949)-573-6182

Date (Area Code) Tel. No.

SAM KATBI, PRESIDENT

Person to Contact (Please Type or Print)

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Code of Federal Regulations
Title 49. Transportation
Subtitle A. Office of the Secretary of Transportation
Part 26. Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs (Refs & Annos)

49 C.F.R. Pt. 26, App. A

APPENDIX A TO PART 26—GUIDANCE CONCERNING GOOD FAITH EFFORTS

Effective: November 3, 2014
Currentness

I. When, as a recipient, you establish a contract goal on a DOT–assisted contract for procuring construction, equipment, services, or any other purpose, a bidder must, in order to be responsible and/or responsive, make sufficient good faith efforts to meet the goal. The bidder can meet this requirement in either of two ways. First, the bidder can meet the goal, documenting commitments for participation by DBE firms sufficient for this purpose. Second, even if it doesn't meet the goal, the bidder can document adequate good faith efforts. This means that the bidder must show that it took all necessary and reasonable steps to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not fully successful.

II. In any situation in which you have established a contract goal, Part 26 requires you to use the good faith efforts mechanism of this part. As a recipient, you have the responsibility to make a fair and reasonable judgment whether a bidder that did not meet the goal made adequate good faith efforts. It is important for you to consider the quality, quantity, and intensity of the different kinds of efforts that the bidder has made, based on the regulations and the guidance in this Appendix.

The efforts employed by the bidder should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal. Mere pro forma efforts are not good faith efforts to meet the DBE contract requirements. We emphasize, however, that your determination concerning the sufficiency of the firm's good faith efforts is a judgment call. Determinations should not be made using quantitative formulas.

III. The Department also strongly cautions you against requiring that a bidder meet a contract goal (i.e., obtain a specified amount of DBE participation) in order to be awarded a contract, even though the bidder makes an adequate good faith efforts showing. This rule specifically prohibits you from ignoring bona fide good faith efforts.

IV. The following is a list of types of actions which you should consider as part of the bidder's good faith efforts to obtain DBE participation. It is not intended to be a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases.

A. (1) Conducing market research to identify small business contractors and suppliers and soliciting through all reasonable and available means the interest of all certified DBEs that have the capability to perform the work of the contract. This may include attendance at pre-bid and business matchmaking meetings and events, advertising and/or written notices, posting of Notices of Sources Sought and/or Requests for Proposals, written notices or emails to all DBEs listed in the State's directory of transportation firms that specialize in the areas of work desired (as noted in the DBE directory) and which are located in the area or surrounding areas of the project.

(2) The bidder should solicit this interest as early in the acquisition process as practicable to allow the DBEs to respond to the solicitation and submit a timely offer for the subcontract. The bidder should determine with certainty if the DBEs are interested by taking appropriate steps to follow up initial solicitations.

B. Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units (for example, smaller tasks or quantities) to facilitate DBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces. This may include, where possible, establishing flexible timeframes for performance and delivery schedules in a manner that encourages and facilitates DBE participation.

C. Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation with their offer for the subcontract.

D. (1) Negotiating in good faith with interested DBEs. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional Agreements could not be reached for DBEs to perform the work.

(2) A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.

E. (1) Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union status) are not legitimate causes for the rejection or non-solicitation of bids in the contractor's efforts to meet the project goal. Another practice considered an insufficient good faith effort is the rejection of the DBE because its quotation for the work was not the lowest received. However, nothing in this paragraph shall be construed to require the bidder or prime contractor to accept unreasonable quotes in order to satisfy contract goals.

(2) A prime contractor's inability to find a replacement DBE at the original price is not alone sufficient to support a finding that good faith efforts have been made to replace the original DBE. The fact that the contractor has the ability and/or desire to perform the contract work with its own forces does not relieve the contractor of the obligation to make good faith efforts to find a replacement DBE, and it is not a sound basis for rejecting a prospective replacement DBE's reasonable quote.

F. Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or contractor.

G. Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.

H. Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, State, and Federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBEs.

V. In determining whether a bidder has made good faith efforts, it is essential to scrutinize its documented efforts. At a minimum, you must review the performance of other bidders in meeting the contract goal. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, you may reasonably raise the question of whether, with additional efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal, but meets or exceeds the average DBE participation obtained by other bidders, you may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts. As provided in § 26.53(b)(2)((vi), you must also require the contractor to submit copies of each DBE and non–DBE subcontractor quote submitted to the bidder when a non–DBE subcontractor was selected over a DBE for work on the contract to review whether DBE prices were substantially higher; and contact the DBEs listed on a contractor's solicitation to inquire as to whether they were contacted by the prime. Pro forma mailings to DBEs requesting bids are not alone sufficient to satisfy good faith efforts under the rule.

VI. A promise to use DBEs after contract award is not considered to be responsive to the contract solicitation or to constitute good faith efforts.

Credits

[79 FR 59600, Oct. 2, 2014]

SOURCE: 64 FR 5126, Feb. 2, 1999; 64 FR 34570, June 28, 1999; 76 FR 5096, Jan. 28, 2011, unless otherwise noted.

AUTHORITY: 23 U.S.C. 304 and 324; 42 U.S.C. 2000d, et seq.; 49 U.S.C. 47107, 47113, 47123; Sec. 1101(b), Pub.L. 105–178, 112 Stat. 107, 113.

Current through November 9, 2017; 82 FR 52014.

End of Document

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

DBE GOOD FAITH EFFORTS DOCUMENTATION

DES-OE-0102.11A (REV 12/2014)

Bidder's Name: FUTURE DB INTERNATIONAL, INC.

Contract No.: 11-415304

1. List items of work the Bidder made available to DBE firms. Identify items of work the Bidder might otherwise perform with its own forces, items that have been broken down into economically feasible units to facilitate DBE participation, and items for which the Bidder has established flexible time frames for performance and delivery schedules in a manner that encourages and facilitates DBE participation. For each item listed, show the dollar value and percentage of the total contract. The Bidder must demonstrate that sufficient work to meet the goal was made available to DBE firms.

Item of Work Offered, Services Offered, or Materials Supplied	Bidder Normally Performs Item Yes/No	Item Broken Down to Facilitate Participation Yes/No	Established Flexible Timeframes for Performance and Delivery Schedules Yes/No	Amount ($)	Percentage of Total Bid
TREATED WOOD WASTE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,875.04	0.06%
REMOVE CHAIN LINK FENCE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,725.50	0.03%
RECONSTRUCT CHAIN LINK FENCE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,302.00	0.02%
GUARD RAILING DELINEATOR	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,947.50	0.03%
MIDWEST GUARDRAIL SYSTEM	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	60,784.00	0.96%
MIDWEST GUARDRAIL SYSTEM (7' POST)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	5,263.00	0.08%
SINGLE THRIE BEAM BARRIER	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,125.00	0.02%
CABLE RAILING	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,136.00	0.02%
TRANSITION RAILING (TYPE STB)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,868.00	0.06%
TRANSITION RAILING (TYPE WB-31)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	14,348.00	0.23%
FLARED TERMINAL SYSTEM (TYPE X-TENSION)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	17,655.00	0.28%
END ANCHOR ASSEMBLY (TYPE SFT)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	6,335.00	0.10%
TERMINAL SYSTEM (TYPE SOFTSTOP)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	10,629.00	0.64%
ALTERNATIVE FLARED TERMINAL SYSTEM	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	6,490.00	0.97%
CRASH CUSHION (SMART) (TYPE 1)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	40,610.00	0.05%
CRASH CUSHION (SMART) (TYPE 2)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	61,170.00	0.01%
ROADSIDE CLEARING	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,000	0.05%
ROADSIDE CLEARING	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	420.00	0.01%
PLANT (GROUP H)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	19,565.00	0.31%
PLANT (GROUP K)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	880.00	0.01%

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DBE GOOD FAITH EFFORTS DOCUMENTATION

DES-OE-0102 11A (REV 12/2014)

Bidder's Name: FUTURE DB INTERNATIONAL, INC.

Contract No.: 11-415304

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MAINTAIN EXISTING PLANTED AREAS	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	12,200.00	0.19%
PLANT ESTABLISHMENT WORK	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	27,800.00	0.44%
CHECK AND TEST EXISTING IRRIGATION FACILITIES	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	4,000.00	0.06%
OPERATE EXISTING IRRIGATION FACILITIES	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,000.00	0.05%
REMOVE IRRIGATION FACILITY	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	5,300.00	0.08%
CONTROL AND NEUTRAL CONDUCTORS	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	4,000.00	0.06%
1" REMOTE CONTROL VALVE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,580.00	0.02%
1 1/2" REMOTE CONTROL VALVE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	4,675.00	0.07%
2" REMOTE CONTROL VALVE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	900.00	0.01%
CERTIFY EXISTING BACKFLOW PREVENTERS	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,800.00	0.03%
TREE WELL SPRINKLER ASSEMBLY	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	130.00	0.009%
RISER SPRINKLER ASSEMBLY (GEAR DRIVEN)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,408.00	0.02%
POP-UP SPRINKLER ASSEMBLY (GEAR DRIVEN)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	495.00	0.01%
2" GATE VALVE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,350.00	0.05%
3" GATE VALVE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	2,400.00	0.04%
1" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	5,080.00	0.08%
1 1/4" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	612.00	0.01%
1 1/2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,092.00	0.02%
2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	2,380.00	0.04%
2" PLASTIC PIPE (CLASS 315) (SUPPLY LINE)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	800.00	0.01%

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Contract No.: 11-415304

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Item of Work Offered, Services Offered, or Materials Supplied	Bidder Normally Performs Item Yes/No	Item Broken Down to Facilitate Participation Yes/No	Established Flexible Timeframes for Performance and Delivery Schedules Yes/No	Amount ($)	Percentage of Total Bid
3" PLASTIC PIPE (CLASS 315) (SUPPLY LINE)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	21,760.00	0.34%
TEMPORARY IRRIGATION SUPPLY LINE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	6,200.00	0.10%
10" CORRUGATED HIGH DENSITY POLYETHYLENE PIPE CONDUIT	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	9,020.00	0.14%
DRY SEED (SQFT)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	880.00	0.01%
ROLLED EROSION CONTROL PRODUCT (NETTING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,276.00	0.02%
COMPOST (CY)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,100.00	0.02%
INCORPORATE MATERIALS	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	880.00	0.01%
LEAD COMPLIANCE PLAN	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,000.00	0.02%
TEMPORARY TRAFFIC STRIPE (PAINT)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	2,580.00	0.04%
TEMPORARY PAVEMENT MARKER	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	270.00	0.009%
PAVEMENT MARKER (RETROREFLECTIVE)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,100.00	0.05%
CONTINUOUS REFLECTIVE MARKING (ULTRAGUARD)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	4,380.00	0.07 %
6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 36-12)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	10,000.00	0.16%
PAINT TRAFFIC STRIPE (1-COAT)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,750.00	0.03%
6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	18,700.00	0.30%
8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	6,750.00	0.11%
8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 12-3)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,661.00	0.06%
REMOVE PAINTED TRAFFIC STRIPE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,868.00	0.03%
REMOVE THERMOPLASTIC TRAFFIC STRIPE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	13,180.00	0.21%
CONCRETE BARRIER (TYPE 60 MOD 1) (FORMING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	14,700.30	0.23%

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Contract No.: 11-415304

1. List items of work the Bidder made available to DBE firms. Identify items of work the Bidder might otherwise perform with its own forces, items that have been broken down into economically feasible units to facilitate DBE participation, and items for which the Bidder has established flexible time frames for performance and delivery schedules in a manner that encourages and facilitates DBE participation. For each item listed, show the dollar value and percentage of the total contract. The Bidder must demonstrate that sufficient work to meet the goal was made available to DBE firms.

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CONCRETE BARRIER (TYPE 60 MOD 2) (FORMING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	785.35	0.01%
CONCRETE BARRIER (TYPE 60D MOD 1) (FORMING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	14,709.80	0.23%
CONCRETE BARRIER (TYPE 60D MOD 2) (FORMING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	14,699.10	0.23%
CONCRETE BARRIER (TYPE 60R) (FORMING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	103,735.00	1.64%
CONCRETE BARRIER (TYPE 60) (FORMING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	47,807.70	0.75%
CONCRETE BARRIER (TYPE 60C) (FORMING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	7,582.71	0.12%
CONCRETE BARRIER (TYPE 736SV MOD) (FORMING)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	20,565.60	0.32%
CONSTRUCTION AREA SIGNS	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	29,900.00	0.47%
TRAFFIC PLASTIC DRUM	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	2,920.00	0.05%
TEMPORARY CRASH CUSHION MODULE	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	6,475	0.10%
ALTERNATIVE TEMPORARY CRASH CUSHION	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	47,200.00	0.74%
24" CAST-IN-DRILLED-HOLE CONCRETE PILING (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,390.98	0.05%
MINOR CONCRETE (MINOR STRUCTURE) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,111.64	0.05%
BAR REINFORCING STEEL (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	6,195.00	0.10%
SLOPE PAVING (CONCRETE) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,542.00	0.02%
MINOR CONCRETE (EXPOSED AGGREGATE CONCRETE)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	3,751.50	0.06%
CONCRETE BARRIER (TYPE 60 MOD 1) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	5,263.00	0.08%
CONCRETE BARRIER (TYPE 60 MOD 2) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	222.35	0.009%
CONCRETE BARRIER (TYPE 60D MOD 1) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	2,973.60	0.05%
CONCRETE BARRIER (TYPE 60D MOD 2) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	2,558.40	0.04%

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CONCRETE BARRIER (TYPE 60R) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	11,390.00	0.18%
CONCRETE BARRIER (TYPE 60) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	11,344.20	0.18%
CONCRETE BARRIER (TYPE 60C) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	1,624.98	0.03%
CONCRETE BARRIER (TYPE 736SV MOD) (REBAR)	☐ YES ☑ NO	☑ YES ☐ NO	☑ YES ☐ NO	5,741.60	0.09%
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
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	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
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	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		
	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO		

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DELIVER TO:

MS. JILL Y. SEWELL
OFFICE CHIEF
STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION
OFFICE OF THE ENGINEER
1727 30TH STREET, MSC 43
SACRAMENTO, CALIFORNIA 95816

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